Supreme Court of Hongkong 23 NOV 83

The Hong Kong Daily Press.

No. 8091 第八千零九十一號 光緒癸未十月廿四日 HONGKONG, FRIDAY, NOVEMBER 23RD, 1883. 禮拜五 十一月二十三號 [PRICE $2¼ PER MONTH

SHIPPING.

ARRIVALS.

November 22, GLAUCUS, British str., 1,497, T. J. Jackson, Liverpool 6th Oct., and Singapore 14th Nov., General.—BUTTERFIELD & SWIRE.

November 22, ATALANTA, German steamer, 788, Pfaff, Newchwang 13th Nov., and Chefoo 16th, General and Beans.—SIEMSSEN & Co.

November 22, AMATISTA, British str., 520, J. Hutchinson, Manila 19th Nov., General.—RUSSELL & Co.

November 22, MEDUSA, Austro-Hungarian steamer, 1,775, G. Ragusin, Trieste 1st, and Singapore 13th Nov., General.—MELCHERS & Co.

November, 22, FUSHUN, Chinese steamer, 1,504, Andrews, Canton 22nd Nov., General.—C. M. S. N. Co.

November 22, MOSSER, British steamer, 1,326, H. Longley, London 5th Oct., and Singapore 14th November, General.—RUSSELL & Co.

November 22, DANUBE, British steamer, 561, J. Newton, Bangkok 12th Nov., Rice and General.—YUEN FAT HONG.

November 22, SWIFT, British gunboat, W Collins, Pakhoi 18th, and Hoihow 20th November.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. NOVEMBER 22ND.

Tannadice, British str., for Port Darwin.
P. C. C. Klao, British str., for Singapore.
Thales, British str., for Swatow.

DEPARTURES.

November 22, WELLE, German steamer, for Hoihow.

November 22, CHINKIANG, British steamer, for Shanghai.

November 22, MASSALIA, German steamer, for Nagasaki.

November 22, SALTEE, French steamer, for Hoihow.

November 22, P. C. C. KLAO, British str. for Singapore.

November 20, TANNADICE, British str., for Port Darwin.

November 22, CARL RITTER, German bark for Whampoa.

PASSENGERS.

ARRIVED.

Per *Medusa*, str., from Trieste, &c.—Dr. Eitel, and 320 Chinese.

Per *Amatista*, str., from Manila.—20 Chinese.

Per *Glaucus*, str., from Liverpool, &c.—Deputy Surgeon-General Hungerford and family, Mr. Thompson, and 80 Chinese.

Per *Danube*, str., from Bangkok.—9 Chinese.

DEPARTED.

Per *Tannadice*, str., for Port Darwin, &c.—10 Europeans and 70 Chinese.

Per *P. C. C. Klao*, str., for Singapore.—539 Chinese.

Per *Thales*, str., for Swatow.—250 Chinese.

REPORTS.

The British steamer *Mosser* reports from Singapore strong monsoon and high sea to port.

H.M.S. *Swift* reports left Pakhoi on the 18th instant, and Hoihow on the 20th, and had strong N.E. winds.

The British steamer *Amatista* reports left Manila on the 19th inst.; first part light variable winds and fine weather, latter part moderate monsoon and fine weather.

The German steamer *Atalanta* reports left Newchwang on the 13th inst., and Chefoo on the 16th, and had strong N.E. winds with rainy weather to port.

The British steamer *Glaucus* reports left Liverpool on the 6th Oct., and Singapore on the 14th inst., and had light N.N.W. winds to 7 N.; from thence to port strong monsoon and heavy weather.

The British str. *Danube* reports:—Left Bangkok on the 12th inst., 9 a.m., and had fine weather to Pulo Obi. From Pulo Obi to Cape Padaran strong monsoon and overcast. From Cape Padaran 16th, a.m., wind and sea increasing with violence till the 19th, p.m., when between the parallels of 15 and 16 N. in the vicinity of the Macclesfield Bank, she encountered the Southern quarters of a severe though apparently not very large typhoon; Bar. 29.81, Ther. 79. The sea broke on us with terrific force and did us a considerable amount of damage besides washing overboard two of our crew, who were immediately drowned. On the 20th, a.m., succeeded light S.E. and Easterly winds. On the 21st strong monsoon and drizzling rain set in which continued to port.

NEWCHWANG SHIPPING.

ARRIVALS.

Ootber—
28, Hansa, German bark, from Hongkong.
28, John Potts, British bark, from Shanghai.
28, Mathilde, German sch., from Hongkong.
28, Emma, German sch., from Shanghai.
28, Velocity, British bark, from Hongkong.
28, M. Selchau, Danish bark, from Shanghai.
28, Magenta, British sch., from Amoy.
28, Marie, German bark, from Hongkong.
28, Tamsui, British str., from Chefoo.
28, Pechili, British str., from Shanghai.
November—
1, Sofia, Swedish bark, from Amoy.
2, Jacobine, German bark, from H'kong.
2, Anna Bertha, German bark, from Amoy.
3, Lee-yuen, Chinese str., from Tientsin.

DEPARTURES.

Ootber—
28, Lusitania, German str., for Chefoo.
28, Tientsin, British str., for Chefoo.
28, Charley, British bark, for Swatow.
29, Swatow, British str., for Chefoo.
29, Francisca, German bark, for Amoy.
30, Ramier, French brig, for Hongkong.
November—
1, Tamsui, British str., for Chefoo.
2, Pechili, British str., for Chefoo.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Feronia (s.)	Shanghai	Oct. 4
Glenearn (s.)	Shanghai	Oct. 8
Cyclops (s.)	Shanghai	Oct. 9

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Elizabeth	Penarth	July 1
H.M.S. Merlin	Plymouth	July 7
Oleis	Hamburg	July 12
Jupiter	Cardiff	July 13
Osaka	London	July 31
Willy	Cuxhaven	Aug. 6
Wilhelm	London	Aug. 16
Lamington (s.)	Glasgow	Aug. 25
Laju (s.)	London	Aug. 27
Stamboul (s.)	Marseilles	Aug. 30
Dakota	Penarth	Sept. 4
Margrethe	Penarth	Sept. 18
Charlotte	Penarth	Sept. 13
Andromeda	Penarth	Sept. 15
Constanze	L'pool via Cardiff	Sept. 20
H.I.R.M.S. Minne	Plymouth	Sept. 28
Wingsang (s.)	Glasgow	Oct. 1
Lucia	London	Oct. 1
V. de Lisbonne (s.)	Antwerp	Oct. 3
Figaro	London via Cardiff	Oct. 9
Rosslyn (s.)	Antwerp	Oct. 6
Priam (s.)	London	Oct. 9
Pembrokeshire (s.)	Hamburg	Oct. 9
Benlarig (s.)	London	Oct. 10

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.
RESERVE LIABILITY UNDER CHARTER .... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON, Manager.
Hongkong, 1st June, 1882. [9

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ...$5,000,000.
INSTALMENT received on NEW SHARES ... 926,765.62.
$5,926,765.62.

RESERVED FUND ...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES ...... 698,336.43.
$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883.

NOTICES OF FIRMS.

NOTICE.

REFERRING to our announcement of the retirement of Mr. ARTHUR ALEXANDER ECCLES FARRAR from our firm on the 30th June last, we beg to give notice that the business hitherto conducted by JOHN MACGREGOR and EATON JOHN CALDBECK, under the style of GEO. SMITH & Co., will from this date be carried on in London under the style of MACGREGOR, CALDBECK & Co., and in Shanghai under the style of CALDBECK, MACGREGOR & Co.

CALDBECK, MACGREGOR & Co.
(Late GEO SMITH & Co.)
Shanghai, 15th November, 1883. [2107

NOTICE

THE Undersigned begs to give notice that he has sold the Stock-in-Trade and Goodwill of the Business of the late JOHN NOBLE to Messrs. C. J. GAUPP & Co.

JOHN S. COX,
Administrator to the Estate of the late JOHN NOBLE.

With reference to the above we beg to notify that we have purchased the Business of the late JOHN NOBLE, which will be carried on in the present Premises and under the same style as heretofore; and having now the largest and best Assorted Stock of WATCHES and JEWELLERY in the Colony, we trust to secure the continuance of the patronage bestowed upon our predecessor.

CHAS. J. GAUPP & Co.
20th November, 1883. [2103

NOTICE.

WE Have this day admitted Mr. DE WESTLEY LAYTON as a Partner in our Firm.

BAIN & Co.
Taiwanfoo, 1st September, 1883. [1636

INTIMATIONS.

THE "CEYLON OBSERVER." PUBLISHED DAILY.

THE Oldest and Largest Paper in the Colony, with a Circulation far ahead of any other local print.

☞ THE ONLY CEYLON JOURNAL that receives regular SPECIAL TELEGRAMS of Mail and of other important Intelligence from Bombay, Madras, Galle, &c.; besides REUTER'S SERVICE FROM EUROPE, &c.

Subscription, with Postage, to China and Japan, Rupees 47, in advance.

THE WEEKLY "CEYLON OBSERVER," with SUPPLEMENTS containing all Telegraphic Intelligence.

Subscription for China, Japan, Straits, &c., Rupees 19 per annum, in advance. Received at "Hongkong Daily Press" Office. [1979—1

MISS NELSON, Principal of the Raffles Girls' School, Singapore, returning to England at the end of January next, wishes to undertake the charge and Education of Children from the East.

Reference permitted to Lady WELD, Government House, Singapore.

The Right Rev. Bishop of Singapore and Sarawak.

Dr. ROWELL, P.C.M.O., Singapore.

Mrs. BIGGS, Chaplaincy, Malacca. [1792

CHOICE BRONZES.

PORCELAIN AND CLOISONNE WARE, Hand Painted Tea and Breakfast Sets of artistic design and exquisite workmanship

CURIOSITIES.

FURNITURE, PIANOS, PICTURES.

FOR SALE OR ON HIRE.

CASSUMBHOY, Opposite City Hall. [550

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %, nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.
27th March, 1882. [692

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent, Nett premium per Annum.

NORTON & Co., Agents.
20th May, 1881. [2

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
26th July, 1872. [13

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
5th November, 1883. [2004

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ½ %, Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ½ %, Net per Annum.
On Coals	at 1 %, Net per Annum.
On Petroleum in licensed Godowns	at 1½ %, Net per Annum.
On First-class Chinese Tenements	at 2 %, Net per Annum.
On Second-class Chinese Tenements	at 2½ %, Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
5th August, 1881. [17

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
9th May, 1881. [60

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq.	CHANG SU HO, Esq.
CHING TO CHAI, Esq.	YIP YU TIN, Esq.

and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.
Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1102

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
11th May, 1881. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
January 1882. [958

UNIVERSAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.

For Particulars, apply to
LINSTEAD & DAVIS, Agents.
7th December, 1882. [16

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
12th May, 1881. [15

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
1st January, 1882. [18

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.
16th November, 1872. [14

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
27th March, 1876. [11

THE MANCHESTER INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.

BAN HUP, Esq.	YO CHONG PENG, Esq.
CHAN LI CHOY, Esq.	Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1705

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 24th November, 1883, at 2 P.M., at his Sales Rooms, Queen's Road.

A Fine Assortment of JAPANESE WARE. Comprising:—

KANGA, SATSUMA, and KIOTO VASES, INCENSE BURNERS, CARD DISHES, PLATES, TEA and BREAKFAST SERVICES, EGGSHELL WARE, BRONZES, ORNAMENTS and SILK EMBROIDERED FOLDING SCREENS, &c., &c., &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG, Auctioneer.
22nd November, 1883. [2119

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. NAVAL STORE-KEEPER, to Sell by Public Auction, on

WEDNESDAY,

the 5th December, 1883, at NOON, at H. M. Naval Yard.

Sundry Condemned STORES, &c., Comprising:—

OLD IRON, HOSES, FILES, INDIA RUBBER, CANVAS, PAPER STUFF, WRAPPER, LIGNUM VITÆ, TOBACCO, CROCKERY, IMPLEMENTS, &c., &c., &c.

ICE ENGINE and DONKEY ENGINE.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Government Auctioneer.
22nd November, 1883. [2118

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE, to Sell by Public Auction, on

WEDNESDAY,

the 5th December, 1883, at 3.30 O'CLOCK P.M., at the Premises,

A VALUABLE LEASEHOLD PROPERTY,

Situate in First Street and Second Street, Victoria, in the Colony of Hongkong. Comprising:—

All that Piece or Parcel of GROUND (being a part of a Piece or Parcel of Ground registered in the Land Office as INLAND LOT No. 630) abutting on the North side thereof on First Street and measuring thereon 25 feet 9 inches, on the South side thereof on Second Street and measuring thereon 25 feet 9 inches, on the East side thereof on Inland Lot No. 631, and measuring thereon 105 feet, and on the West side thereof on other Portion of Inland Lot No. 630, and measuring thereon 105 feet, which said Piece or Parcel of Ground is registered in the Land Office as SECTION A of INLAND LOT No. 630, with the messuages or tenements thereon erected, held for the residue of the term of 999 years.

The Property will be offered for sale in 4 Lots as follows:

Lot 1.—The Tenement No. 70, First Street. Proportion of Annual Crown Rent, $9.11.
Lot 2.—The Tenement No. 72, First Street. Proportion of Annual Crown Rent, $9.11.
Lot 3.—The Tenement No. 59, Second Street. Proportion of Annual Crown Rent, $9.11.
Lot 4.—The Tenement No. 61, Second Street. Proportion of Annual Crown Rent, $9.11.

The Property is sold subject to the existing lettings thereof respectively.

For Further Particulars of the Property and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to
J. M. ARMSTRONG,
Auctioneer,
Hongkong.
23rd November, 1883. [2126

TO BE LET.

TO LET.

TWO LARGE ROOMS on the Ground Floor in the new Premises occupied by the undersigned, Ice House Lane, suitable for Offices.

CARLOWITZ & Co.
20th November, 1883. [2101

TO LET.

BISNEE VILLA, POKFOOLUM, Furnished.

No. 4, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
28th June, 1883. [29

WANTED TO RENT.

FROM 15th November, a SMALL HOUSE or UPPER FLAT of a large House. Rents must be moderate. Particulars to be sent to

A. B. C.,
Care of this Office.
1st November, 1883. [1984

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to
DOUGLAS LAPRAIK & Co.
1st February, 1882. [30

TO BE LET.

THE DETACHED FAMILY RESIDENCE, known as "BEAUREGARD," with Garden and Tennis Lawn attached.

SHOP and DWELLING in Queen's Road Central.

An OFFICE, in Queen's Road Central.

HOUSES at Spring Gardens, moderate rentals.

GODOWNS at East and West Points.

SMALL GODOWNS at Fletcher's Buildings.

Apply to
LINSTEAD & DAVIS.
3rd October, 1883. [1814

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.

For Further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.
1st August, 1883. [1450

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET.

Apply to
MEYER & Co.
3rd March, 1881. [1057

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE, Secretary.
1st September, 1883. [1632

RODERICK DHU WHISKY.

A PURE Fine Flavoured Blend equal in Bouquet and Style to the Finest French BRANDY.

Sole Agent, Hongkong,
C. L. THEVENIN.
20th October, 1880. [1016

NOTICES TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"MEDUSA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned before Noon, on the 27th instant, or they will not be recognised.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be Countersigned by
MELCHERS & Co., Agents.
22nd November, 1883. [2120

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"MOSSER."

Captain Longley, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-DAY, the 23rd instant.

All claims against the steamer must be presented to the undersigned on or before the 30th instant, or they will not be recognised.

RUSSELL & Co., Agents.
23rd November, 1883. [2124

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "GLAUCUS." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 27th inst., for shipment per steamer "PRIAM."

BUTTERFIELD & SWIRE, Agents.
22nd November, 1883. [2078

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "GLAUCUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned: in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd November, 1883.

Goods undelivered after the 28th November, 1883, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
22nd November, 1883. [2078

NOTICE TO CONSIGNEES.

STEAMSHIP "TAKACHIHO-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 22nd November, 1883, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail Steamship Co.
21st November, 1883.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"RADNORSHIRE."

Rickard, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods with exception of Opium are being landed at their risk into the Godowns of the Undersigned, at Wanchai, No. 3, behind the premises known as "Blue Buildings," whence and/or from the Wharves or Boats delivery may be obtained.

Optional cargo will be forwarded on unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.
19th November, 1883. 2054

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"MASSALIA,"

Captain Petersen, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 19th instant.

Cargo remaining undelivered after the 23rd instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SIEMSSEN & Co., Agents.
19th November, 1883. [2099

STEAMSHIP "SINDH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "GANGE,"

from London, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before NOON, TO-DAY (SUNDAY) requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 26th inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me before the 28th inst., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
18th November, 1883.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after the 1st October the PRICE of ICE will be reduced to 1½ Cents per Pound.

JARDINE, MATHESON & Co.,
General Managers.
17th September, 1883. [1724

INTIMATIONS.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"MEDUSA,"

Captain G. Ragusin, will be despatched as above on TUESDAY, the 27th instant, at NOON.

For further Particulars, apply to
MELCHERS & Co., Agents.
22nd November, 1883. [2120

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"BELLEROPHON,"

Captain Freeman, will be despatched as above on or about the 1st December.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
23rd November, 1883. [1987

THE STRAITS INSURANCE COMPANY, LIMITED.

(Incorporated with limited liability under the Indian Companies' Act, 1866.)

CAPITAL $2,000,000

In 20,000 SHARES of $100 each; payable $5 each on application, and $15 on allotment.

Further Calls not to exceed $20 per Share, nor to be made at less than three months interval.

DIRECTORS:

THOMAS SCOTT, Esq., (Messrs. Guthrie & Co., Singapore), Chairman.
TH. SOHST, Esq., (Messrs. Puttfarcken, Rheiner & Co., Singapore.)
G. ADDIS, Esq., (Manager, Chartered Mercantile Bank of India, London and China, Singapore.)
J. LUTJENS, Esq., (Messrs. Behn, Meyer & Co., Singapore.)
MAX BEHR, Esq., (Messrs. Katz Bros., Singapore.)
C. C. N. GLASS, Esq., (Messrs. McAlister & Co., Singapore.)
G. EDGAR, Esq., (Messrs. Edgar & Co., Singapore.)
SYED MAHOMED ALSAGOFF, Esq., Singapore.)
ONG KEW HO, Esq., (Messrs. Kew Ho & Co., Singapore.)
QUAH BENG HONG, Esq., (Messrs Bun Hin & Co., Singapore.)
WEE BOON TECK, Esq., (Messrs. Wee Bin & Co., Singapore.)
TAN YONG SEAH, Esq., (Messrs. Keah & Co., Singapore.)
LOH LAM, Esq., (Loh Kee Seng, Singapore.)

Applications for Shares will be received by
ARNHOLD, KARBERG & Co., Agents.
22nd November, 1883. [2116

THE ESTATE OF JOAO LUCIANO BRITTO, DECEASED.

ALL Persons having any CLAIMS upon the above ESTATE are hereby required to send particulars of the same on or before the 30th day of November, 1883, to the Undersigned, and all Persons who are INDEBTED to the above ESTATE are also required to pay their debts to the Undersigned on or before the said date.

Hongkong, 16th November, 1883.

BRERETON, WOTTON, & DEACON,
Solicitors,
35, Queen's Road,
2087] Hongkong.

NOTICE TO MARINERS.

No. 176.

CHINA SEA.

SHANGHAI DISTRICT.

TEMPORARY WITHDRAWAL OF THE TUNGSHA LIGHT-VESSEL.

NOTICE is hereby given that on or about the 1st December next, the Tungsha Light-vessel *Tungsha* will be removed from her station for repairs, and that she will be replaced by the Light-vessel *Newchwang*.

The *Newchwang* will show a FIXED WHITE LIGHT, which should be visible in clear weather at a distance of 11 nautical miles, and a small WHITE LIGHT will be exhibited from the forestay at a height of 6 feet above the rail, to show the direction in which the vessel is heading. Her hull is painted red, with the word "NEWCHWANG" in white on each side, and she has three masts, the main carrying a black ball.

During thick or foggy weather a steam fog-horn will be sounded at intervals of 10 seconds.

The *Tungsha* will return to her station as soon as her repairs have been completed.

By Order of the Inspector General of Customs,
A. M. BISBEE,
Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 12th November, 1883. [2086

VICTORIA HOTEL. PRAYA CENTRAL, HONGKONG.

PROPRIETORS, DORABJEE AND HING KEE,

LATE LESSEES OF THE

HONGKONG HOTEL.

THIS FIRST CLASS HOTEL situated on the PRAYA CENTRAL in the centre of the Principal Business Localities, commands a magnificent view of the Harbour and Surrounding Scenery. From its detached position, perfect ventilation has been secured, and the whole of the Rooms being COMMODIOUS and FURNISHED with every requisite and comfort, afford most desirable accommodation.

The BAR, BILLIARD ROOM, and DINING ROOMS, are fitted up in a Superior manner, and are all under European Supervision and Management.

The TABLE D'HOTE is supplied with every delicacy of the Season, and most satisfactory attendance. WINES and LIQUORS of the Best Qualities and Brands only are supplied.

Arrangements for BALLS, BANQUETS, DINNERS, and PICNICS, made on the most reasonable terms. The long and almost exclusive experience of the Proprietors, and the excellent reputation they have gained, are a sufficient guarantee that satisfaction will be given in this branch.

With every facility for making suitable arrangements at Reasonable Prices, either for permanent or weekly BOARDERS, the Proprietors confidently appeal to the community of Hongkong for a continuance of the generous patronage bestowed on them during the past eleven years.

VICTORIA HOTEL,
22, Praya Central, Hongkong.
21st November, 1883. [2110

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"GLENARTNEY."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THREE P.M., TO-DAY, the 17th November.

Cargo remaining undelivered after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
17th November, 1883. [2060

INTIMATIONS.

THEATRE ROYAL, CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF HIS EXCELLENCY MAJOR-GENERAL SARGENT, C.B., Commander-in-Chief of H. M. Land Forces in China.

TO-MORROW (SATURDAY,) the 24th November,

FOR THIS NIGHT ONLY

THE LOFTUS TROUPE.

Will Present

MESSRS. GILBERT AND SULLIVAN'S Renowned Comic Opera

H. M. S. "PINAFORE," OR "THE LASS THAT LOVED A SAILOR."

The Opera of "PINAFORE" has enjoyed a longer run and greater success than any opera ever written, and has been presented under distinguished patronage in India, China, South Africa, Australia, America, and all English Colonies,

OVER THREE HUNDRED TIMES, BY THE LOFTUS TROUPE.

H. M. S. "PINAFORE;" OR "THE LASS THAT LOVED A SAILOR."

CAST.

The RT. HON. SIR JOSEPH PORTER, K.C.B., (First Lord of the Admiralty)	Mr. JAS. MAAS.
Capt. CORCORAN, (Commanding H.M.S. *Pinafore*)	Mr. JEFF. D'ANGELIS.
RALPH RACKSTRAW, (Able Seaman)	Mr. F. W. OAKLAND.
DICK DEADEYE, (Able Seaman)	Mr. C. J. BARBER.
BILL BOBSTAY, (Boatswain's Mate)	Mr. B. O'BRIEN.
BOB BECKET, (Carpenter's Mate)	Mr. J. W. ALLEN.
TOM TUCKER, Midshipman)	LITTLE FREDDY.
SERGEANT OF MARINES	Mr. J. E. WALTERS.
JOSEPHINE, (the Captain's Daughter)	Miss VICTORIA LOFTUS.
HEBE, (Sir Joseph's First Cousin)	Miss DOLLY LOFTUS.
LITTLE BUTTERCUP, (a Portsmouth Bumboat Woman)	Miss FLORENCE CONLIFFE.
COUSIN ELLA	Miss MINIE NORDT.
COUSIN FLORA	Miss MYRA SYDDONS

First Lord's Sisters, his Cousins, his Aunts, Sailors, Marines, &c.

SCENE—Quarter Deck of H.M.S. *Pinafore*, at Anchor off Portsmouth.

ACT 1st—NOON. ACT 2nd—NIGHT.

TIME—THE PRESENT

CORRECT COSTUMES.

Instrumental Music under the direction of PROF. WILLIAM BLAKENEY.

NEW SCENERY by Mr. C. J. BARBER.

The Opera produced under the personal supervision of

MR. JEFF. D'ANGELIS.

Interval of 15 Minutes between 1st and 2nd Acts.

J. CHAS. DAVIS, Manager.
22nd November, 1883. [2117

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

I HAVE TO-DAY handed over charge of the above Company's Station at Hongkong to Mr. W. DURRAN, who has been appointed Superintendent.

W. BULLARD, Superintendent.
23rd November, 1883. [2127

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF FRANCISCA BERGER, DECEASED.

NOTICE is hereby given that all CLAIMS against the above ESTATE must be lodged with the Undersigned on or before the 14th day of December, 1883, otherwise they will not be included in the scheme of division.

All Persons indebted to the said Estate are required to make immediate payment to

EDW. J. ACKROYD,
Official Administrator.
Dated 22nd November, 1883. [2125

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOURABAYA, VIA SAIGON AND PONTIANAK.

THE Steamship

"COMPTA,"

Captain Rendler, will be despatched as above TO-MORROW, the 24th instant, at NOON.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
22nd November, 1883. [2121

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"AMATISTA,"

Captain Hutchison, will be despatched for the above Port TO-MORROW, the 24th instant, at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co., General Managers.
23rd November, 1883. [2123

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Westoby, will be despatched for the above Ports on SUNDAY, the 25th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
22nd November, 1883. [2122

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"GLAUCUS,"

Captain Jackson, will be despatched as above on SUNDAY, the 25th instant, at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
23rd November, 1883. [2078

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TELEMACHUS,"

Captain Jones, will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
23rd November, 1883. [1942

LANE, CRAWFORD & Co. have received the following GOODS for evening wear:

Best FRENCH KID GLOVES, in White and Grey with Patent Fasteners.

Patent FRENCH DRESS BOOTS, SHOES, and DANCING PUMPS.

SILK and SPUN-SILK SOCKS, in newest styles and colours.

CAMBRIC TIES and BOWS.

BLACK SATIN TIES.

Very fine FRENCH CAMBRIC.

Hem-stitched HANDKERCHIEFS.

LANE, CRAWFORD & Co.

19th November, 1883. [632

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

BIRTH.

On the 22nd instant, the wife of Captain T. C. DEMPSTER, of a daughter. [2128

The Daily Press.

HONGKONG, NOVEMBER 23RD, 1883.

THE terms suggested by Mr. COLQUHOUN for the settlement of the Franco-Chinese difficulty with reference to Tonquin, are:—(1) The opening of the Songkoi to international commerce from the sea to Yunnan; (2) French occupation of Annam, including the delta of Tonquin; (3) the neutral zone (the belt of semi-independent country between China and Tonquin) to be occupied and administered by China, the delimitation of frontier to be executed by a commission appointed by the European powers. The same writer says, in a different part of the letter from which we quote the above:—"It is said that China cannot give up the Red River to a strong Western power, and I am sure France does not propose this, but China cannot refuse to open it as an international waterway outside her territory proper." So far from agreeing with Mr. COLQUHOUN in the opinion here expressed, we believe France will, if she can, secure for herself the exclusive control of the Red River. The occupation of a territory carries with it in ordinary course the control of the waterways intersecting that country; it is only in exceptional cases, such, for instance, as in that of the free navigation of the Danube, and the Suez Canal, that this is not so. The effect of Mr. COLQUHOUN's proposal we take to be that the Red River should be placed on a similar footing to the Danube. This would be a satisfactory arrangement of the difficulty so far as England is concerned, but we question whether either France or China would agree to it. China offers to open the river to the trade of all nations provided she is allowed to take Tonquin, but if this proviso be not conceded, she will probably do all in her power to restrict the navigation of the river. France, on the other hand, has undertaken alone the task of opening up Tonquin and the Red River; she will naturally keep only her own interests in view, and, when she has settled with China, will endeavour to make the trade which will spring up repay her for the outlay she has incurred. This is a point of vital importance for England, and especially for this colony and Singapore. The French possess Cochin-China, which they have acquired at considerable cost of men and money, but French trade in that country is very small indeed. The imports are almost exclusively of English origin, while the only export of importance is rice, which is shipped chiefly to Java, the Philippines, Singapore, and Hongkong. The articles of import are obtained chiefly from the two last-named colonies; there being no direct shipments worth speaking of, and hence the great stake we have in the settlement of this affair. Hitherto free trade has prevailed, but the French now seem inclined to reverse the existing order of things, and to establish differential import duties with the view of encouraging French manufactures at the expense of those of other countries. So far as Cochin-China is concerned France has a right to adopt what course she pleases, and however mistaken a protective policy would be other nations can claim no say in the matter. In her present colonial policy France makes the mistake of preceding instead of following the track of commerce; she has done so in Cochin-China, and not finding the natural return which England obtains from her colonies, she is casting about for extraordinary means of recouping herself for the cost her possessions entail. So far she has taken no decided step in this direction, but present indications point to the probability of her doing so. Elsewhere we reproduce an article translated from a Saigon paper, which gives the French view of the subject. What France seems inclined to do in Cochin-China she is equally likely to do in Tonquin. When, however, a great natural waterway is in question, other interests have some right to claim consideration. As soon as the Song-koi is rendered safe, a considerable trade with Yunnan will unquestionably spring up, provided that it be fairly treated. The bulk of the trade will be in goods of English origin or destined for English possessions. Hence England has a great interest at stake and is justified in using her influence in the direction of having the navigation of the Songkoi thrown open to all nations and free of any discriminatory dues in favour of the goods of one country to the exclusion of those of others. In the discussion on the Tonquin question this point has hardly received the attention it deserves.

THE Hongkong Humane Society has now existed for some nine years, and though it has not had much opportunity of justifying its *raison d'être*, owing to the fortunate immunity of the Colony from typhoons since 1875, its members have on the occasion of several gales done good service. Nevertheless the Society has languished somewhat, and for the last twelve months has practically been moribund. Bearing in mind the excellent object for which the Society was formed, it is to be regretted that public interest in it should have waned so signally, but the fact is perhaps hardly to be wondered at when it is remembered how many claims the community have upon their time and attention. The praiseworthy nature of the Society's aim, the saving of life and property afloat, is, however, well calculated to enlist the sympathy of the benevolent, and we hope that a munificent gift just bestowed upon it will revive the interest once taken in it by the members. Mr. E. R. BELILIOS has, we hear, presented the sum of $2,000 to be placed in trust, the interest of which is to be expended every year in the purchase of silver medals or stars to be called the Hongkong Humane Society's medals or stars (whichever may be decided upon), and these are to be given for conspicuous gallantry, devotion, or self-denial shown in saving life afloat or ashore in Hongkong or in the Hongkong, Canton, or Macao waters, or on the coast as far north as Foochow or as far south as Hainan. The medal may also be presented for saving life at a fire in the Colony, or in a quarrel or fight in the street or elsewhere. It is further stipulated that the medals shall be awarded irrespective of rank, race, or nationality, and upon the recommendation of their Excellencies the Governor of Hongkong, the General Commanding the Troops, and the Admiral of the British Squadron in China. In the event of any of the medals not being awarded for gallantry, it is the wish of the donor that they shall be distributed amongst deserving scholars in girls' schools in Victoria, the selection of schools to which such prizes are to be awarded to be left to the discretion of the Trustees. We understand that the Hon. P. RYRIE, President of the Humane Society, and the Hon. A. LISTER, Colonial Treasurer, have consented to act as Trustees. The idea of making the above praiseworthy gift was first formed by Mr. BELILIOS when the Princes ALBERT VICTOR and GEORGE of Wales visited the Colony, when he submitted it to Governor HENNESSY, only the medals were then to be called after the Princes, but as this scheme was found impracticable, it was relinquished until a more favourable opportunity offered. Mr. BELILIOS thinks that by associating his medals with the Humane Society he may not only provide an incentive to exertions in the work of saving life, but also give a fillip to a somewhat sleepy though deserving Society. We sincerely trust that his anticipations may be fully realised, and that the Hongkong Humane Society's medals may become coveted honours.

The Spanish steamer *Julista* goes into the Kowloon dock to-day.

The gunboat *Swift*, Commander Collins, arrived here yesterday afternoon from Pakhoi.

The *Siam Advertiser* of the 10th inst. says that the Siamese Government was about to send a military defence for the frontier. Seven hundred of the soldiers were to be taken from Sa-Pa-tom. There were to be several European officers. Important noblemen will accompany the expedition, with a train of retainers, who will be responsible for the stores.

As will be seen, by the telegram published in another column, Vice-Admiral Sir William Montagu Dowell, K.C.B., at present senior officer in Command of the Channel Squadron, has been appointed to succeed Vice-Admiral George Ommanney Willes, C.B., in the command of Her Majesty's Squadron in China waters. Sir William Montagu Dowell became Vice-Admiral in January, 1880.

As will be observed by her report, published in the shipping column, the steamer *Danube* had a rather rough passage up from Bangkok, encountering a severe typhoon between the parallels of 15 and 16 degrees N. latitude in the vicinity of the Macclesfield Bank. The heavy seas that broke over the vessel washed away two of the crew, who were drowned, and did considerable damage to the ship.

Our Bangkok correspondent, writing under date of the 10th inst., says there is no news of interest there. "The King and Court are away up the river, visiting the country temples. The weather is still misty and rainy. Prospects of the rice crop are said to exceed any produced for some years. Freights are advancing. Exchange on Hongkong 8½ per cent premium. Timber very scarce, and, in consequence of a sudden fall in the river, likely to be high this season."

A Coroner's inquest was to be held yesterday afternoon at the Civil Hospital on the body of a Chinese female child about six years of age, who met her death by falling into a well at Hung Ham, on Wednesday. She was last seen playing with her younger brother about three years of age, and when she was missed by her mother the latter instituted a search, in the course of which the body of the deceased was discovered at the bottom of the well. At the time appointed for the inquiry only two of the jurors summoned were present, and after waiting for half an hour without any of the other jurymen putting in an appearance the Coroner thought he would not hold the inquiry as there were no suspicious circumstances connected with the death. The two jurors present were therefore dismissed.

The British steamer *Amatista*, Captain Hutchison, which arrived here yesterday morning from Manila, brought news of the total wreck of the British steamer *Iolani* on the island of Tablas. The Captain (Wallace) and part of the crew arrived at Manila on Monday evening, the 19th instant, just before the *Amatista* sailed, so that we are unable to obtain fuller particulars.—The *Comercio* of the 16th instant says:—"Sixteen days have elapsed since the steamer *Iolani* left Iloilo for Manila, and up to the present nothing is yet known as to her fate. Vessels have arrived from, and gone to, Iloilo, but none have seen any vestige of the said vessel, which has 1,500 tons of sugar on board, and is consigned to Messrs. Ker & Co. She was to have come to Manila to complete her cargo."—The *Iolani* was a new vessel of 981 tons, and only arrived out in China in August last.

Dr. E. J. Eitel, Inspector of Schools, arrived here yesterday by the Austro-Hungarian Lloyd's steamer *Medusa* from Europe.

The final arrangements for the regatta were made at the Recreation Club yesterday evening, the meeting being held in the Gymnasium under the presidency of Mr. Tripp. The entries for the Junior Scullers closed with five names, who drew their boats as follows:—Glass and Grimble private boats, Cornish "Mary Love," Schlund "Camilla," and Goodlad "Buttercup." The entries for the Welsh Cup also closed, there being two crews of which Fisher and Travers are the respective strokes. The Ladies' Purse was also filled up, there being four boats, of which the strokes are—F. Grimble, "Leek;" Fisher, "Thistle;" Kultzan, "Kornblume;" and Hughes open. The programme was then drawn out, being nearly the same as that for last year. The first day's events are—Junior Sculls, Gig Race for soldiers and police, Chairman's Cup, Men of Wars' gigs and Whalers' Race, German Cup, House Boats and gigs Chinamen's Race, Welsh Cup, Men of Wars' Boats Sailing Race, Sailing Ships' Boats Race, First Class Yacht Race. Second Day—Race for Soldiers and Police, winner of previous day excluded; International Race, Challenge Cup, House Boats or Gig Race for Chinamen, American Cup, Men of War Cutters' Race, Ladies' Purse, Gigs or Whalers Race for Naval Officers, Members' Cup, Sailing Race for open boats, Yacht Race for second class. A naval gentleman inquired whether the meeting would allow a naval crew to make a post-entry for the Welsh Cup, as he believed a crew would be got up. The meeting decided unanimously to allow the entry. The Cathay Cup, which was to have been given for a pair-oar race, is withheld for want of entries, Fisher's and Angier's being the only names down. It was also explained with regard to a project which has been mooted for a griffins' four oared race, that it was not acted upon because it was thought a lot of the best men in the regatta would make a two crew race or so of it. We may, however, point out that this contingency might have been avoided with a similar arrangement to that adopted for either the Members' and Chairman's or German Cup.

LATEST TELEGRAMS.

LONDON, 21st November.

THE NEW ADMIRAL OF THE BRITISH SQUADRON.

Admiral Dowell succeeds Admiral Willes as Commander-in-Chief of the British Squadron in China and Japan.

THE WAR IN THE SOUDAN.

The hill tribes have attacked near Suakim an Egyptian reinforcement for the army in the Soudan; 486 were killed.

SUPREME COURT.

November 22nd.

CRIMINAL SESSIONS.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

CHARGES OF STEALING AND RECEIVING.

Chan Afoo and Lam Afat were charged on the first count with stealing a bale of calico, and on a second count with receiving the same, knowing it to have been stolen at Tai Kok Tsui, on the 30th September.

The jury empannelled was composed of Messrs. G. R. Johnston, A. F. A. dos Remedios, G. Fenwick, P. Leich, C. E. Herbst, W. P. Hatherley, and J. M. do Rosario.

The Attorney-General (the Hon. E. L. O'Malley), in opening the case for the prosecution, stated that the complainant, a man named Chan Ting Yun, was the master of the Wo Sing shop, at No. 11, Wing Lok-street, and also had a store at No. 15 of the same street. On the morning of the 30th September he had been in the store, and left it to go home to breakfast. He left the door properly locked, but when he returned after breakfast the padlock was on the ground and the door opened. Among the contents of the store were some bales of calico containing about fifty pieces in each, and one of these bales was now missing, having been removed since the complainant had gone home to breakfast. He gave information to the police, and P.S. Butlin received certain communications which led him to go on board and search a junk lying off Tai Kok Tsui, in the hold of which he found 50 pieces of calico. The complainant identified the calico as that which had been contained in his missing bale. There was no cargo on board the junk, and no appearance of its being got ready to sail or having recently come off a voyage. The first prisoner was the master of the junk, and it would be proved that the second prisoner took the calico on board, and also that he made an admission.

P.S. Butlin said that when he found the calico on board the junk, the first prisoner and others on board jumped overboard and tried to escape.

Inspector Lindsay deposed to arresting the second prisoner. Before he spoke to the man, he said "I took it; I put it in the boat," and handed witness his queue. He afterwards said a man named Awa had given him the calico, but Awa denied it.

Other evidence was called bearing out the statement of the Attorney-General, and one of the junkmen stated that the second prisoner brought the bale of calico on board his craft, to be taken with him to Hoi Fung.

His Lordship summed up first with regard to the first prisoner and having reviewed the evidence affecting him, and expounded the law, he said the jury must find the prisoner had a guilty knowledge before they could convict him of receiving.

The jury found the first prisoner not guilty and he was discharged after being cautioned by his Lordship.

The second prisoner denied all knowledge of the bale of calico, and said this charge had been made against him by people on board the junk out of spite, or to clear the junk master who was in custody, and afterwards they told him to say Awa had taken it.

The second prisoner was found guilty of receiving the calico knowing it to have been stolen, and he pleaded guilty to two previous convictions.

His Lordship sentenced the prisoner to a year's imprisonment with hard labour.

Chung Ayit was charged with having stolen various articles of clothing belonging to one Lee Sum Yu, and on a second count with feloniously receiving the same on the 28th inst.

The facts of the case were that on the night in question the complainant got up from his bed for some reason, and lit his lamp and then saw that a box of clothing had been removed since he went to bed, and that there were signs of the place having been entered by the skylight. The prisoner was suspected and his house was searched, when a jacket was found which the complainant recognised as part of his missing property. In the same room also was a box which the prisoner claimed as his property, and in it the police found seven pawn tickets, all of which related to others of the stolen articles of clothing.

The prisoner was found guilty, and he admitted some previous convictions.

His Lordship reserved sentence.

CHARGE OF STEALING JEWELLERY.

Lum Asu, a young woman, was brought up charged with stealing a quantity of jewellery the property of a woman named Li Mui, and on a second count with feloniously receiving the same on the 3rd instant.

Mr. Ho Kai, instructed by Messrs. Dennys and Mossop, prosecuted; Mr. Francis, instructed by Messrs. Stephens and Holmes, defended.

Mr. Ho Kai, in opening his case, stated that the prisoner had been a servant to the complainant in Cum Shan Tong licensed brothel from August, 1881, to the end of last August. She disappeared from the brothel on the 31st August, and was not seen there again, and as nothing was missed from the house for some time after she left, no search was made for her. Some days afterwards, however, a woman named Li Mui came to the brothel, and asked for a box of jewellery she had left in her charge some time before. This jewellery had been put into a box under the woman's bed, and had not been looked at for some time, and on searching for it on this occasion, it was not to be found. Suspicions at once fell upon the prisoner, and a search was made for her, but for a long time no trace of the girl could be found. She was at length discovered, however, and then a report was made to the police. Inspector Quincey was sent with some constables to the house where the prisoner had been discovered. She was arrested, and in the house a box was found containing the jewellery which had been lost.

The complainant and the woman Li Mui, the alleged owner of the jewellery, were called, and in their examination, bore out the statement of the case made by Mr. Ho Kai. They were cross-examined at great length by Mr. Francis. The first woman said she was only a servant in the brothel, and she denied that the prisoner had been bought as a prostitute in the brothel; she said the girl was merely a hired servant. Her evidence was somewhat contradictory in details, and there were discrepancies between this and that which she gave when before the magistrate. The other woman had been a prostitute in the same brothel, but for four years past she had been fourth wife or concubine to a Chinaman, who, she said, gave her the jewels in question. This man was also called to identify the jewellery, and in answer to cross-examination, he admitted that many proceedings had been taken against him in the court for debts. He denied that he ran away to get clear of his claims, and said he went to Canton on account of his mother's illness. When he went he left his valuables with the pawnbroker, his wife left hers with her aunt, the lady at the brothel, whom she trusted.

The case, which occupied all the afternoon, was adjourned at this stage till ten this morning.

POLICE COURT.

November 22nd.

BEFORE MR. H. E. WODEHOUSE.

OPIUM OFFENCE.

Wong Ming Ping, shopman, was charged by P.C. 86, William Harms, with being in possession of about 8 taels of prepared opium without a permit. The case was remanded after preliminary evidence had been taken.

Tsoi Sai Wan, a coolie, was charged with being in possession of about two taels of prepared opium without a valid certificate. Peter Grieves, P.C. 17, went to No. 55, Aberdeen-street and searched for prepared opium. It was a coolie house and Grieves found the opium in it which belonged to defendant.

Defendant asked no questions, and was fined $5, or seven days in gaol.

COMMITTED FOR TRIAL.

Fung Akwan, cook, was charged with stealing from the person of a girl, named Eleanor Lafferty, one gold earring, value $1 on the 21st instant.

Eleanor Lafferty said she was the daughter of P. C. Lafferty; on the afternoon of the 21st instant she was passing along the road in company with another child when the prisoner, who was standing at a shop door, caught hold of her earring and pulled it out. She began to cry and then he gave it back to her. She cried because she lost her earring and because she was hurt, it having made her ear bleed. The prisoner then ran into the cook house and the other girl told witness's mother what occurred.

Prisoner said the girl spat on him and he wanted to catch hold of her hair, and by mistake he caught her earring instead. She was running at the time and the earring came off. He gave it back to her.

The prisoner having been duly cautioned reserved his defence, and was committed for trial at the Supreme Court.

THEFT OF COPPER.

Li Awa, a coolie, was sent to three months' hard labour for stealing about two pounds of copper nails, the property of the Dock Company.

THE COUNTERFEIT COIN CASE.

This case, which was remanded to yesterday, was further remanded till to-morrow, at 10 o'clock, bail being allowed as before.

THEFT OF MONEY AND CLOTHING.

Chan Ying Kwai, a coolie, was brought up and charged with stealing money and clothing to the value of $6.0, from the box of another coolie named Mok Kwan, on the 21st instant. Complainant was employed at the Hung Ham Dock, and on the day in question he came over to Victoria leaving his box on his bed in the charge of his landlady. Upon his return he found the box in its place but its hinges had been broken; when he lifted the lid he found that some clothes and money to the amount above stated had been abstracted from the box. From what he learned from the landlady he came again to Hongkong on the same day to look for the prisoner, who lived in the same house with him. He found prisoner in a house in Third-street and induced him to return to Hung Ham together, and on reaching there he gave prisoner in custody. He had not recovered his property but one jacket, which prisoner was then wearing and which had been among the clothes lost.

Some further evidence having been taken, the case was remanded to Wednesday.

DRUNK AND INCAPABLE.

John Brady, seaman of the U.S.S. *Pensacola*, was fined half a dollar for the above offence, which he admitted.

BEFORE BOTH MAGISTRATES.

ROBBERY FROM THE PERSON.

Wong Shing, a bricklayer, was charged with robbing one Wong Lin, trader, of $5 in silver on the 21st instant.

Complainant was walking in the street and three men, including the prisoner, came to him and one of them seized him by the throat, another lifted his right leg, the prisoner put his hand in his purse, which was fast to his left side under his jacket. He had $5 in his purse. Prisoner took them and handed them to one of the other men. Complainant called out "thief" and the men ran away. Some men from a shop came out and arrested the prisoner.

Evidence having been called corroborative of the above, the prisoner was sentenced to two years' hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE HONGKONG VOLUNTEERS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In a local in your to-day's issue anent the Hongkong Volunteers, it was stated that the new recruits have thought better in withdrawing their resignation. It is not quite correct. I understand that the assistance of a Portuguese gentleman and Mr. Holmes was asked for to endeavour to conciliate matters and they are striving to attain the desired end, with what results it is as yet impossible to say. The last election was so irregular and the dissatisfaction so widespread that in the interest of the Volunteer movement the officers lately elected should be induced to send in their resignation, which would be a wiser thing to do than to ask the "disaffected" to withdraw theirs. It was also stated in the paragraph above referred to that Mr. J. M. Guedes had 24 votes, which is another mistake. It should be Mr. F. D. Guedes, and the number of votes that that gentleman had, was according to my calculation, larger than as stated.

Thanking you for the publication of this letter, I remain, &c., B.

Hongkong, 22nd November, 1883.

CUSTOMS DUES AT SAIGON.

We translate from the Saigon *Indépendant* the following article:—

The question of customs, submitted by the Deputy for Cochin-China to his friends, and in reference to which the elective bodies of the colony are now in congress, is one of the most important both for the mother country and the colonies.

It is only a few years since the French colonies were subject to a regime known as the colonial pact, a regime which still exists for certain English colonies, and which, under certain restrictions, is still in force in Manila and Java. According to the terms of this pact the colonies were bound to obtain whatever European products they required in the mother country, and, reciprocally, to send to the home markets their native products, which were admitted under a tariff framed in their favour. Merchandise of foreign origin were not only subjected to enormous dues, but was even absolutely interdicted in many cases. Only French ships could carry colonial merchandise.

The merchants and producers at home shamefully abused this situation, and, secure against competition in the colonial markets, they sent there, charging extravagant prices, the worst of their goods, everything which was unsaleable at home. The expression "good for the colonies" came to be, commercially, the synonym of "good for nothing."

Necessarily smuggling was actively carried on in order to supply the colonies with the goods they required; hence mutual complaints on the part of the colonists and the home merchants, the former claiming fair dealing, and the latter accusing the colonists of abetting contraband trade.

When liberal ideas were in the ascendant the colonial pact was abrogated by the law of the 3rd July, 1861, which allowed foreign goods free access to the colonies on the same conditions as to France, and permitted foreign vessels, on paying a surtax on their flag, to engage in the colonial carrying trade; this surtax varied according to the distance and amounted to 10, 20, or 30 francs a ton. The coasting trade in French colonies was, however, still reserved for French vessels.

The same law of 1861 established for the colonies the customs dues which were in force in France, under some slight restrictions. This law, however, was only for the three colonies of Réunion, Martinique, and Guadeloupe; it was extended to Guyane and Senegal by two decrees of the 24th December, 1864.

Numerous claims were then formulated by the sugar producers and other planters in the colonies. They contended that, their products no longer enjoying exceptional privileges in the home markets, it was unfair that French products should be privileged in the colonies. It was at this time, when a succession of bad crops had worked ruin amongst the planters, that the Senatus-Consultum of 4th July, 1866, appeared, which gave to the General Councils of the great colonies the right of voting the local customs tariff subject to ratification by decrees.

At Reunion a resolution of Council, dated 11th November, 1867, affirmed by a decree of 4th April, 1868, modified the customs tariff. At Guadeloupe the Council suspended, from the 11th December, 1866, customs dues on all foreign merchandise other than sugar, rum, coffee, cocoa, and vanilla, substituting for them a marine octroi affecting uniformly all imports whatever their point of origin. The same course was adopted in Martinique.

This radical modification of the former state of things immediately evoked protests in the metropolis. In the Corps Legislatif, in the debate on the Customs law of 1864, M.M. Ancel and Pouyer-Quertier vigorously protested against an arrangement which threw on France the charge of maintaining and protecting the colonies without giving her any compensating advantage, and a movement for the presentation of petitions on the subject was instituted in 1869. At the present time the Chambers of Commerce in France have renewed this movement, and we believe something may be done to satisfy them. If a prohibitory *régime*, such as that which formed the base of the Colonial pact, be impossible, it must nevertheless be recognised that the various colonies ought to furnish a contribution to the mother country on account of the special charges and expenses which the possession of the colonies entails.

In Cochin-China, for example, the home government maintains a garrison and a fleet; during the last twenty-five years it has made sacrifices in men and money in order to secure the pacification of the country and the safety of the colonists; it still daily incurs important expenses which are not covered by the annual payment of two million francs made by the Colony.

What does the mother country gain by these sacrifices? Absolutely nothing, for it is a matter of notoriety that our trade is entirely with foreign countries and that we consume only foreign goods. This is unjust from a double point of view. In all equity we ought to pay to the mother country, directly or indirectly, the equivalent of what we cost her in current expenses and interest on the capital expenses she incurred in the establishment of the Colony. If we are worthy of the name of Frenchmen we ought to bear our share of the expenses which now fall on our fellow countrymen at home.

When a French manufacturer uses Swedish iron, Belgian coal, or English cotton goods, he must pay, on the entry of the goods to French territory, the custom-dues which represent the protection given to the corresponding national industry, since, thanks to the enormous taxes entailed by the folies of the empire, the disasters of 1870, and the waste of opportunists, the latter is obliged to pay for working, transporting, and storing its goods considerable dues of which its compeers in Germany, Belgium, and England are free. The augmentation of imposts, by rendering articles of consumption more costly, raises the price of labour. All this, cent by cent, hand-caps manufactured goods with charges which do not allow them to compete with foreign goods.

In France customs dues are imposed for the protection of local industry, and the people consent to exact a sacrifice from the consumer—imperceptible by each in particular, however—in order that the native producers may not be wiped out by foreign competition. In the colonies we ought to do the same, and especially in Cochin-China, where we could do so without inconvenience because we have no reprisals to fear from our neighbours.

It is objected by some that the Colony ought not to burden itself with imposts in order to favour industries which do not appertain to it, and that instead of paying in Cochin-China charges on foreign goods, which will increase the price of commodities in the country, it would be preferable that an export duty should be paid in the mother country. We at once reply that in order to protect needy industries it is necessary in one way or another to do so at the expense of those which have no need of protection. To protect the metal industry by an impost falling on agriculturists, or the productions of the north by an impost falling more particularly on the south, is theoretically the same as to protect French products at the expense of the colonial consumer. In the one case as in the other the protection is not paid for by those who benefit by it; otherwise it would cease to be protection. Besides, the system of export charges is a source of considerable fraud, and if it is made use of by Germany and Austria it is because these two nations do not possess colonies supplying the outlets of which their trade stands in need.

But let us look at the matter from a purely self-interested point of view and admit that we may say to the mother country that we expect her to pass us by and demand no sacrifice from us. The reply would be simple. She would say, "You must do, then, like Australia, Cuba, and other colonies: Pay for your local defence, refund the cost of your first establishment, recruit the soldiers you require, and after all this, in return for the privilege of using our flag, of engaging our responsibility, of entailing on us if necessary political difficulties, you shall pay a fixed tribute." This clearly is the outcome of the theory of each one for himself. We need not say what would be the fate of Cochin-China in such a case; like all those who wish to isolate themselves she would perish by her isolation. But from a financial point of view, is it not clear that the taxes which would be necessary to discharge all the expenses we have enumerated would press much more severely on the population than the customs dues it is proposed to establish? We have not here spoken of the desirability—as some would say as a matter of sentiment, as we would say as a matter of patriotism—of facilitating the arrival of French goods, French vessels, and French merchants in Cochin-China; but will deal with this branch of the subject on a future occasion.

"THE TYRANNY OF CHAMPAGNE" IN INDIA.

The *Pall Mall Gazette*, a short time ago, published an article protesting against the indiscriminate use of champagne in England, and we think that some one here might very well take up the writer's parable about the "Tyranny of Champagne" in India. In the old days champagne was reserved for certain festive occasions: such as wedding-breakfasts, ball suppers, and race ordinaries, where it undoubtedly promoted friendliness and did away with *gaucherie*, and so was socially useful. But of late the consumption of champagne in India has become quite extraordinary. No one with the smallest pretence to "gentility"—to use a disagreeable but expressive word—can now give a dinner of any kind whatsoever without the concomitant champagne, and as good champagne is worth five rupees a bottle, the cost to the entertainer is obvious. It is a singular thing about Anglo-Indian hospitality, that whether a man has Rs. 5,000 or Rs. 500 a month the dinners he gives are precisely the same. At all events the *menu* and the wine list are the same, the difference consisting mainly in the way in which the viands are cooked and served, and in the labels on the wine bottles. This absurd rivalry is especially out of place in India, where every man's income is known to all the world, and where the wealthier guests are tolerably certain before the evening is over to abuse their host and hostess for extravagant ostentation. At home no one expects a young couple beginning life on very moderate means to vie with judges and city magnates, and their hospitality is all the pleasanter because it does not necessarily entail painful economy in other directions. We do not precisely know when or how the sumptuary law condemning every one in India to give, and every one to drink, champagne, was first introduced, but from every point of view the custom is a bad one. Champagne is not a dinner wine, though ostentatious tastes have forced it on to the English and Anglo-Indian dinner table. The great *gourmets* of the French capital, indeed, never regard it as such. Clarets, burgundies and hocks, on the contrary, are emphatically wines to be taken with meats, and any one who has any doubts on the subject has only to closely observe the dinners where champagne is freely drunk, to perceive how very little the guests eat in comparison with dinners where men drink red wine, beer, or even water. To be sure the champagne one often gets at dinner, and especially at the pretentious style of *burra khana*, is enough to take away a man's appetite for a week. The genius of adulteration alone knows where the wine was grown and what it is made of. And of recent years a bad plan—bad for the guest at least—has prevailed of using a bottle holder for champagne bottles, a piece of artfulness by means of which the guest is debarred his privilege of reading the brand and refusing the wine if it be not to his taste. There is, of course, no denying that champagne is an excellent stimulant, but it ought to be used as a "refresher" or not at all. However, champagne and soup, champagne and cheese, champagne and beef, champagne in short with everything, is in these days thought the height of fashion and hospitality, many people even going so far as to imagine in their simplicity that so long as they confine themselves strictly to champagne through all the courses they need fear nothing the next day in the way of indigestion and headache. It is scarcely necessary to say that their creed is unsound, because there are few people who have not found by bitter experience that it is so. But as long as our hosts insist on giving champagne, it seems ungracious not to drink it, and having once elected for champagne, it is certainly not prudent to mix it up with the inferior liquors which some hosts imagine are good enough for persons who decline the prince of wines.

It must, as we say, have been generally noticed that the dinners have grown worse with the prevailing fashion. In the old days of Anglo-Indian hospitality, when no one asked for better tipple than claret and Bass, it was the pride of the hostess that the dinner at all events should be first-rate. She gave her attention to the dishes, and she was judged as a hostess on their merits. Champagne relieves her of that burden. She is now judged by the champagne. So long as there is champagne people have nothing to say against the poverty of the *menu*, and no doubt hostesses find it much less trouble to order a dozen of champagne from the nearest storekeeper than to superintend the preparation of a really good dinner. Champagne itself spoils and blunts the appetite. It is of all wines the most fatiguing to the palate. And of course when a lady sees her guests nibbling bread and sipping champagne as occupation and relief under a long succession of tasteless and ill-cooked dishes, she may be excused for not acknowledging the necessity of looking after the cook and his myrmidons. A reform in this direction would be very wise, if only dinner-givers could—be persuaded to give a first-class red wine, like Pomard, all through dinner instead of champagne; or, if there were ladies present, a glass or two of champagne might be sent round with the sweets. All men with any pretensions to taste, or any regard for the morrow, would infinitely prefer a high-class burgundy, such as Chambertin, to the dubious champagne to be found at most dinner parties; while many men are still old-fashioned enough to prefer a good burgundy to any champagne—at dinner. But champagne is the rage, and has ousted these delicious and invigorating wines from the market so far that they are not always at hand. In India we do not keep cellars, in the English sense of the term, and of course indifferent burgundy is quite as pernicious as indifferent champagne. But even a good claret—now alas, hard to get!—is better than champagne as a mere dinner wine, and it would not tax a man's domestic resources much to keep some good bordeaux in his store room. Many people in India prefer whisky and soda to champagne at dinner, and if their palate is habituated to the spirit, they are right. But most of them drink whisky because they cannot get anything else they really trust—except champagne. Fine clarets or burgundies are so seldom seen on the Indian dinner table that few would recognise them even if they were there. It is one of the anomalies of Anglo-Indian hospitality that everybody, as we have shown, gives the same dinner, with the inevitable tinned salmon and tough turkey. It is another anomaly no less curious that a wine costing five rupees a bottle should be served all through dinner, and that when dinner is over, a *vin ordinaire*, which would be dear at a rupee, is pushed round the "mahogany" as a relic of the days when men really drank their ports and clarets with a gusto.

Champagne is the newest of all the famous wines. When Colonel Burnaby asked the Khan of Khiva how, as a good Mahomedan, he could drink champagne, the Khan retorted that the Prophet knew nothing of champagne when he issued his famous edict. As a matter of fact the Khan was, of course, historically correct. Champagne seems to have been entirely unknown until the latter half of the eighteenth century, and it was years before it made any way in England. For long it was the wine of late hours, little suppers and disreputable habits generally. It is only of late years that it has come into vogue as a dinner wine; but the oddest thing of all about champagne is that the higher the merchants raise the price the greater the demand. There is more champagne drunk in England, or the United States, or Russia, perhaps even in India, than is grown in the whole champagne districts. The supply of genuine wine is limited, but the demand, which meets with a supply of some sort, increases enormously every year. We are very far, of course, from depreciating champagne in its proper place—that is to say, if it bears a good brand. Nothing can be more vulgar than the spurious wine, unless indeed the social poisoners who drench their guests with it. Champagne is delightful as a "peg" or a pick-me-up after unusual labour or a hot day's sun. It is pleasant when two old friends meet; and useful as the gauge of a wager. It is the best of physic in convalescence. It is good for weddings and christenings and balls, or indeed any festival where it is essential to put the guests in good spirits as quickly as possible; and it is certainly the safeguard of racing men and others who live in scenes of constant excitement, and who would otherwise probably drink brandy. It is, too, a seasonable liquor with something light in the way of luncheon, as a *fois gras*, a reindeer's tongue, or a prawn salad. But to associate the effervescing and however dry, *sweet* wine with the substantial dishes of an English dinner, is to commit a solecism of which only the stupidity of "fashion" can be guilty. We might just as well drink "porter beer" with a soufflet—if we only knew it. Or we might imitate Bismarck, and drink champagne and porter, half and half. It is very hard to alter social customs; but this reform has economy as well as sense to recommend it. Even for spurious champagne people pay enormous sums, and expense is a consideration. They throw their money away because they imagine that it is not only incumbent upon them to give champagne at dinner, but that society prefers champagne good, bad or atrocious, to the best of other wines. In that last notion, we venture to think they are mistaken. Let them lay in a small stock of sound burgundies, clean hocks, good clarets and old Scotch whisky—and dry.—*Times of India.*

NEW GUINEA MISSION.

The following interesting letter has been handed to the *Sydney Morning Herald* for publication:—

"FLY RIVER, 13th September, 1883.

"To the Rev. J. P. Sunderland,—Sir,—Thinking that you would like to hear what the *Ellengowan* has been doing of late, I take the liberty of sending you a few lines. We left Murray Island on the 4th, having on board, besides the Rev. Mr. M'Farlane, five teachers from the institution at Murray Island, to be located on the coast of New Guinea and adjacent islands. After calling at Darnley and Stephens Islands, on both of which a new native teacher was located, I anchored the schooner in the Missionary Pass at 7 o'clock at night of the 5th. Next day at 8 a.m. the Rev. S. M'Farlane sailed in the lugger *Venture* to Katau and Turi-Turi, on the mainland of New Guinea. In both places a Saibai native teacher was placed. At 10 p.m. on the 7th the *Venture* returned and next morning at daybreak I got under sail, but had to drop anchor in the mouth of the Fly River, as the weather was too bad to attempt sailing up that day. At 10 a.m., Sept. 9th, with rising tide, made sail and succeeded in sailing up to Mibu Island, where the anchorage is very good. Next morning at daybreak began landing the materials for the house for the teachers, and ever since all hands have been very busy clearing the bush and erecting the house for the teachers here. M'bu is going to be the pioneer and central station for the Fly River branch of the mission work. It is very well situated, and although rather low land, we do not think it is more unhealthy than any of the surrounding country in general. This afternoon the roof was put on the new house, and I hoisted a new flag on a staff, and wishing the devoted men success in their noble work, bid them good-bye, and we went on board to prepare for to-morrow's sail down the Fly River towards Saibai and Maboing.

"Yesterday I visited the main land to the west of this group of islands, and was hailed by some natives, who wanted me to come to their village, but as I could not leave my boat I did not go, but asked some of them to come with me to the vessel. They asked me who I was, and when I told them that I came with the missionaries they seemed very pleased and said they would go next day and bring plenty of sago, yams, &c. I could hear them shouting along the river banks 'Missionary' in a very gratified way, and they all appeared very friendly. We hope that this new station here will be the means of opening the Fly River in the immediate future. The teachers we leave here have a very good lugger-rigged boat at their disposal, so that they can make lengthened trips up the river as well as run down to Murray Island for supplies, or in case of fever or any other urgent necessity.

"SAIBAI, 17th September.

"We sailed from Mibu at 10 a.m. on the 14th instant, leaving the teachers in good spirits and hopeful of success in their good work. Yesterday at 4 o'clock in the afternoon we anchored here, after calling at Tauan, whence we took away the teacher Elijah, who is very ill, and is obliged to leave for the benefit of his health. This morning Mr. M'Farlane and I went on shore, when all the people of the island welcomed us very heartily. The two chiefs, Anau and Alis, told me that they had, eight days after our last visit here, been attacked by the Togarians. These Togarians are pirates of the New Guinea (Gulf) coast, of whom I wrote to you in my last letter from here. This time they had been to villages in the vicinity of the Manbulaai Hill, where they had killed altogether 23 people and were on their way to this village with 21 war canoes when, fortunately, they were discovered by some of the Saibai people who happened to be returning from Tauan Island.

"The following is the narrative of the subsequent fight which unfortunately ensued. I had it from both of the chiefs, as interpreted by Elijah:—As soon as the news came of the near advance of the Togarians we held a council and decided to wait till next morning to see if the pirates would not go away. The morning dawned and we could plainly see their war-canoes, and their men preparing for an advance upon our village. Seeing this to be the case, we determined to go in our canoes and paddle to them and offer them the hand of friendship. If we had been in our heathen state, as we were before the missionaries came, we would probably have gone at once with another purpose in our mind, but remembering your so often repeated warning never to make war upon anyone, we wished to follow your advice, and so went towards them with signs of peace and goodwill, and telling them through signs that we wished for peace and not war. Their reply was a cloud of arrows and swinging of clubs. We would not fire, however, but advanced steadily, and shouting to them that we did not wish to fight but to shake hands. They replied by lifting their war clubs, and shouted back to us, 'This we will shake with you,' and then began firing at us with their bows and arrows. This one-sided firing lasted for some time, till Anau (one of the chiefs) got an arrow in his face—I saw the scar, which is not quite healed yet—when we would not stand this any longer, but fired upon them. This, our first fire, staggered the Togarians a little, but they soon rallied and made an attempt to advance, but when we fired our second volley they jumped out of their canoes and ran as fast as they were able in the shallow water after the three of the canoes (containing women and prisoners) who had paddled slowly towards the mainland during the fight. As soon as we saw that they fled leaving 18 canoes adrift, we returned at once to our village, thanking God who had frightened our cruel enemies away without loss of life to any of us, and, as we believe, to the Togarians.

"The people of Saibai have heard that the Togarians still intend to come upon them when least expected. The Rev. Mr. M'Farlane told them to watch and pray and that God would change the cruel hearts of this wicked people, and never to be the aggressors either in word or deed, but yet to defend their hearths and homes when absolutely necessary. This morning at half-past 11 we had divine service in the village church. It seemed to me as if every soul from the island was present, so full was the church. About 30 natives, men, women and children, were baptised.

"Saibai is taking the lead of all other stations hereabout. The two first native teachers who were located on the mainland of New Guinea are natives of this place. The men here are mostly tall, strapping fellows, and as they have from their infancy lived close to a terrible swamp, they can stand the climate on the Fly River well, as the country climate there is not by far so bad as that of Saibai. We will sail to-morrow, taking with us about 30 boys, some of whom have already been, and the others are going to be, pupils in the institution and native teachers' seminary at Murray Island.

"THURSDAY ISLAND, 21st September.

"We left Saibai on the 18th, and arrived here yesterday, and will sail away again to-morrow for Maboing and Murray Island, from whence I will proceed to Port-Moresby and the East End.

"Mr. M'Farlane expects the new missionary at Thursday Island about December 10th, for which time I will try to be here to meet him.—I remain, Rev. Sir, yours, &c.,

"HILLEL LILGEBLAD."

There are at present 120 newspapers in the United States, of which the publishers, editors, and chief contributors are negroes. The oldest of them is the *Elevator* of San Francisco, which has already attained its eighteenth year. Almost all these papers occupy themselves with politics, and few of them are devoted to religious objects. The political journals, with few exceptions, support the Republican party, grateful for its identification with the work of negro emancipation. The average circulation of each of the 120 papers is only 1,000 subscribers; very few of them are issued at a profit. The Baptist weekly organ of the Philadelphian negroes publishes 10,000 copies.

COMMERCIAL INTELLIGENCE.

THURSDAY, 22nd November.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/8
Bank Bills, at 30 days' sight.. 3/8½
Bank Bills, at 4 months' sight 3/8¾
Credits, at 4 months' sight ..3/8¾
Documentary Bills, at 4 months' sight 3/8¾

ON PARIS.—
Bank Bills, on demand 4.61
Credits, at 4 months' sight......4.71

ON BOMBAY.—Bank, 3 days' sight 225½

ON CALCUTTA.—Bank, 3 days' sight 225½

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Bank, sight 72¼
Private, 30 days' sight..........73¼

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Hongkong Hotel Company's Shares—$150 per share.
China Sugar Refining Company, Limited—$134 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$86 per share.
Hongkong Ice Company's Shares—$150 per share.
Hongkong and China Bakery Company, Limited—$82 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—3 per cent. prem.
Chinese Imperial Loan of 1881—½ per cent. prem.

HONGKONG TIDE-TABLE.

23RD TO 29TH NOVEMBER, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
F.	23	m 8 0	8 9	m 10 7	0 8
		6 40 a	8 0	10 50 a	2 2
Sat.	24	m 4 50	8 8	m 10 51	1 0
		6 15 a	4 1		
S.	25	m 6 12	8 1	m 0 6	1 0
		4 44 a	4 5	m 11 35	1 2
M.	26	m 7 15	2 11	m 1 6	1 2
		7 10 a	4 9	0 12 a	1 4
Tu.	27	m 8 0	2 10	m 1 48	0 9
		7 33 a	5 0	0 41 a	1 5
W.	28	m 8 49	9 9	m 2 26	0 4
		7 54 a	5 8	1 15 a	1 6
Th.	29	m 9 35	9 9	m 3 0	0 1
		8 16 a	5 5	1 45 a	1 7

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 6.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS FALCONER & CO.'S REGISTER.)

November 22nd.

Barometer—9 A.M.	30.137
Barometer—1 P.M.	30.074
Barometer—4 P.M.	30.035
Thermometer—9 A.M.	67
Thermometer—1 P.M.	68
Thermometer—4 P.M.	67
Thermometer—9 A.M. (Wet bulb)	64
Thermometer—1 P.M. (Wet bulb)	66
Thermometer—4 P.M. (Wet bulb)	64
Thermometer—Maximum	68
Thermometer—Minimum (over night)	67

CHINA COAST METEOROLOGICAL REGISTER.

November 22nd.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. On date at 10 A.M.	Manila. On date at 4 P.M.
Barometer	29.99	30.05	30.04	30.07	30.25	30.27	30.03	29.99
Thermometer attached	72.5	67.5	73.0	67.0	56.0	51.0	80.7	84.0
Direction of Wind	E	ENE	NE	NE	NNE	N	SW	WSW
Force	5	4	2	1	8	8	2	1
Dry Thermometer	71.0	66.0	—	—	55.5	50.5	84.5	86.2
Wet Thermometer	66.0	62.5	—	—	52.0	48.5	77.0	77.7
Weather	bc.	ocr.	—	—	c.	bc.	b.	b.
Hour's Rain	—	—	—	6	—	—	—	—
Quantity fallen	—	—	—	0.11	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 6 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INTIMATIONS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five per Cent on Contributions and a Dividend of Eighteen Dollars and Twenty Nine Cents per Share for the year 1882, will be payable on MONDAY, the 22nd instant.

WARRANTS may be had on application at the Office of the Society on and after that date.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

22nd October, 1883. [1931

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QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the Suez Canal in Quarantine, thus avoiding any detention in EGYPT. The Homeward mails are now being landed at VENICE, but the Quarantine which is still imposed at this and all other Continental Ports prevents the landing of passengers, and those travelling by the Company's Steamers are advised to remain on board the vessel which calls at MARSEILLES en route—stopping a few hours only to discharge cargo—and proceed in her direct to LONDON, thus avoiding all quarantine delays and inconveniences. The passages of the steamers will be accelerated, and they will not call at MALTA or GIBRALTAR.

E. L. WOODIN,
Acting Superintendent.

7th September, 1883. [1676

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18th October, 1883. [1897

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KELLY & WALSH—HONGKONG. [26

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It has been established upwards of TWENTY YEARS, and enjoys the largest *bond fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

VESSELS ON THE BERTH.

"BEN" LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

THE Steamship

"BENLARIG,"

expected here about the 27th instant, will have prompt despatch as above.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

21st November, 1883. [2115

"SHIRE" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

(Taking Cargo at through rates for HAMBURG and NEW YORK.)

THE Steamship

"FLINTSHIRE,"

Haine, Commander, expected here on or about the 30th instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

13th November, 1883. [1848

UNION LINE.

FOR YOKOHAMA AND HIOGO.

THE Steamship

"MOSSER,"

Captain Longley, due on or about 21st instant, will have immediate despatch for the above Ports.

For Freight or Passage, apply to

RUSSELL & Co.

15th November, 1883. [2076

FOR SAN FRANCISCO.

THE Hawaiian Bark

"LILLY GRACE,"

Hughes, Master, will load here for the above Port and will have quick despatch.

This Vessel has good accommodation for Cabin Passengers.

For Freight or Passage, apply to

RUSSELL & Co.

19th November, 1883. [2093

FOR HAMBURG, DIRECT.

THE 3/3 L. I. I. German Bark

"ANNA,"

Jessen, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

1st November, 1883. [1986

FOR LONDON.

THE A 1 British Bark

"WILLIAM MANSON,"

Kindred, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

8th November, 1883. [2031

FOR NEW YORK.

THE 3/3 L. I. I. German Ship

"OTTO,"

Fortmann, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

1st November 1883. [1990

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTSZE.)

THE Company's Steamship

"FOOKSANG,"

Captain Hogg, will be despatched as above TO-DAY, the 23rd inst., at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

21st November, 1883. [2100

FOR LONDON AND HAMBURG VIA SUEZ CANAL.

CALLING AT SINGAPORE.

THE Steamship

"POLYHYMNIA,"

Captain Böhme, will be despatched for the above Ports TO-MORROW, the 24th instant, at FOUR P.M.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

19th November, 1883. [2098

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship

"HOIHOW,"

Captain Vardin, will be despatched as above on or about the 20th November.

This vessel has unusually good Cabin Accommodation upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

5th November, 1883. [2003

FOR MANILA (DIRECT).

THE Steamship

"ROMULUS,"

Captain Tremoya, will be despatched for the above Port on or about the 21st instant, at FIVE P.M.

For Freight or Passage, apply to

DUNN, MELBYE & Co.

17th November, 1883. [2084

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Edwards, will be despatched as above on or about the 24th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

12th November, 1883. [1935

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Norman, will be despatched as above on or about the 26th instant.

This Steamer has Superior Cabin Accommodation and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

12th November, 1883. [2054

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTSZE).

THE Company's Steamship

"WINGSANG,"

Captain Jackson, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

21st November, 1883. [2114

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"KAISAR-I-HIND,"

will leave for the above place about 24 hours after her arrival with the next English mail.

E. L. WOODIN,
Acting Superintendent.

16th November, 1883.

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"KHIVA,"

will leave for the above place on FRIDAY, the 30th instant, at 12 (NOON) O'CLOCK.

E. L. WOODIN,
Acting Superintendent.

16th November, 1883.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR KUDAT AND SANDAKAN.

THE Company's Steamship

"ALBAY,"

Captain Goddard, will be despatched for the above Ports on MONDAY, the 3rd December, at FOUR P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

21st November, 1883. [2096

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ALBANY,"

Daily, Commander, expected here on or about the 2nd proximo, will have immediate despatch for the above Port.

This steamer has splendid passenger accommodation on deck.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

20th November, 1883. [2055

THE AUSTRALASIA, CHINA, JAPAN & STRAITS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, AND TASMANIAN PORTS, NEW CALEDONIA AND FIJI.)

THE Steamship

"SUEZ,"

Captain Dodd, will be despatched as above on TUESDAY, the 4th December, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

9th November, 1883. [2036

VESSELS ON THE BERTH.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA.)

THE "TAKACHIHO-MARU," Captain NYE, will be despatched as above on SUNDAY, the 25th instant, at DAYLIGHT.

Cargo received up to FOUR P.M., on SATURDAY, the 24th instant.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP,
Agent.

22nd November, 1883.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "VERONA," Captain G. W. Atkinson, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL on TUESDAY, the 27th November, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo: Tea and General Cargo for London will be conveyed via Bombay, without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Acting Superintendent,

16th November, 1883.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will be despatched for San Francisco, via Yokohama, with option of calling at Honolulu on MONDAY, the 3rd December, 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco, for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %, from Return Fare; if re-embarking within one year, an allowance of 10 %, will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 %, from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 2nd December, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

20th November, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO

PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON TUESDAY, the 4th day of December, 1883, at NOON, the Company's Steamship "IRAOUADDY," Commandant Pasqualini, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 3rd December, 1883.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 3rd December, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

23rd November, 1883.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

BONITO, Ger. bk., H. Haase.—Wieler & Co.

COMET, Ger. ship, Siegener.—Captain.

CHINKIANG, Brit. str., Heuermann.—Siemssen & Co.

GESIN BRONS, Ger. bk., Laarmann.—Wieler & Co.

HINDOO, Ger. bk., Mathiesson.—Wieler & Co.

LILLY GRACE, Hawaiian bk., S. R. Hughes.—& Co.

NARDOO, Brit. bk., Morrison.—Siemssen & Co.

N. GIBSON, Am. bk., F. C. Bailey.—Borneo Co., Limited.

OCEAN, Brit. str., R. R. Brown.—Captain.

P. C. CHOM KLAO, Brit. str., Lightwood.—Hop Hing Hong.

RAJANATTIANUHAR, Brit. str., W. Y. Hunter.—Yuen Fat Hong.

SUEZ, Brit. str., Geo. Ainslie.—Russell & Co.

TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.

VENICE, Brit. str., Drake.—Russell & Co.

VORTIGERN, Brit. str., J. Brown.—Ah Yen.

WELLE, Ger. str., E. Piper.—Wieler & Co.

WM. MANSON, Brit. bark, H. Kindred.—Chinese.

WILD WOOD, Am. bk., Sawyer.—Russell & Co.

ZOUAVE, Am. ship, C. R. Soper.—P. & O. S. N. Co.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. and O. steamer *Kaisar-i-Hind*, with the next English mail, left Singapore at 8 a.m. on the 17th, and is due here to-day.

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with the next American mail, left San Francisco on the 24th October, and is due here on or about the 25th inst.

THE INDIAN MAIL.

The direct steamers, with the next Indian mail, left Calcutta on the morning of the 17th November, and may be expected here on or about the 3rd December.

STEAMERS EXPECTED.

The Indo-China S. N. Co.'s steamer *Wing Sang* left Singapore on the 17th, and is due here on the 24th inst.

The Glen Line steamer *Glenfinlas* left Singapore on the 20th, and is due here on or about the 26th inst.

The Ben Line steamer *Benlarig* sailed from Singapore on the 20th, and is due here on or about the 27th instant.

POST-OFFICE NOTICES.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "VERONA" will be despatched on TUESDAY, the 27th instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF RIO DE JANEIRO," will be despatched on MONDAY, the 3rd December, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.

2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "IRAOUADDY," will be despatched on TUESDAY, the 4th December, with Mails to the United Kingdom, Europe, and places beyond, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.

2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

3.00 P.M.—Mails closed, except for Late Letters.

3.10 P.M.—Letters may be posted with late fee of 10 cents until

3.30 P.M.—when the Post Office closes entirely.

3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.

10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M., Mail closes, except for Late Letters.

11.10 A.M., Letters may be posted with Late Fee of 10 cents until

11.30 A.M., when the Post Office closes entirely.

11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1¼ inches is suggested as a good size. The tins should not have sharp corners.

Boxes of letters are sometimes received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

MONEY LETTERS.

Public attention is called to the following extract from the Hongkong Postal Guide Paragraph 60:—

"The Post Office declines all responsibility for unregistered Letters containing Bank Notes &c., and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters."

EXTRACTS.

THE LOVELY MISS GEE.

BY SWIZ.

'Tis many and many a year ago,
In a village away by the sea,
That I loved with a love that was more than love
The beautiful Marion Gee;
And I vow, by the stars that are twinkling above,
She loved as I loved she.

And the springtime came and it passed away,
In that village not down by the sea,
And summer arrived, and on quivering spray
The bobolink sang in the tree;
And my heart like a trade dollar lightly did weigh,
As I sported around with Miss Gee.

She was grown up and I was grown up—
At least I was twenty and three;
She divided her love 'twixt her puggy-nosed pup—
Which I verily hated—and me;
And all seemed serene; but betwixt lip and cup
There's many a slip—we shall see.

We wandered together by moonlight alone—
That is, I and Miss Marion Gee;
And we sat, arms entwined, on a moss-covered stone,
On a stone that was worshipped by me;
Yes, I own that that stone seemed alone worth a throne.
For 'twas there that we spooned—I and she.

And the month of July, bringing picnic and feast,
And its flowers and bumbling bee,
Came dreaming along, and my love never ceased
Till one day, as you'll presently see,
When it died at a time we expected it least
Away from us lovers to flee.

We attended a picnic together, alas!
We attended it, I and Miss Gee;
And we ate, as we sat on the emerald grass,
'Neath the shade of a butternut tree,
The ham and cold chicken, the sweet apple sass
The potato and succulent pea.

For she was no child, and I was no child,
And with fork and k. n. i. f. e.,
We disposed of the "prog," but I nearly went wild
At what I did presently see—
She ate peas with her knife! did this beautiful, mild,
And otherwise lovely Miss Gee.

Like the swift lightning flash I beheld the sharp knif
Go in to the mouth of Miss Gee,
And I said to myself, "I can ne'er make my wife
A girl who devours the pea
In that way," and fair Marion went out of my life,
And I hankered no more after she.

And now I am lonely, and life to me seems
A blank and a sad memoree;
And my verses I write by whole quires and reams,
But they bring naught of solace to me,
For a knife never gleams without bringing me dreams
Of the beautiful Marion Gee.

ROMANCE AND REALISM.

"Ouida" writes as follows to *The Times*:—I think the following story may interest your readers. I will not give the names of the persons concerned in it, but I vouch for the absolute truth of the narrative. Indeed, the little drama has been acted within a stone's throw of my gates. A cantatrice of obscure position had a lover in a Genoese gentleman, who not only had many claims on her fidelity by reason of his devotion to her, but also by the education which he had had her given when a poor girl, and the liberality which he had shown to her family; nevertheless, *telle est la femme*, she betrayed this generous lover, and carried on an intrigue with a young noble of the neighbourhood, a youth much younger than herself and very rich. For some time the genoese gentleman, only able to visit her at intervals in the Tuscan village where she lived, was without much difficulty deceived; and when he did see the young noble, was assured that he was a relation of his *dama*. At last, however, his suspicions were fully aroused; instead of going back to Genoa he one day unexpectedly returned, and had full proofs of the worthlessness of his syren. Furious to be thus *canzonato* by a creature whom he had so ingenuously adored, he pursued his rival to his villa, and, failing to provoke him to a duel, swore that he would kill him. The Carabineers intervening, he found himself deprived of his just vengeance, and, in the madness of his despair and agony, shot himself by the river's side, while his faithless mistress jeered at him from her open window in the lovely stillness of the moonlit September eve. This was but a few nights ago; he is not dead, but still lies in great peril in a cottage near where he fell. The sympathy of the whole rural population is with this man, who at least knew how to love and how to avenge dishonour. The village populace were with trouble prevented from lynching his worthless *dama*; and the veteran Brigadier of the Guard wept like a child at the fate of this "*vittima d'amore*." This is only one out of a thousand tragedies which yearly occur in this, the home of Romeo and Giulietta, where love is not a dead letter. Why are not those who can love and suffer thus as deserving of portrayal in fiction as the epicene beings who know no woes but a passing hysteria of conscience or a disillusion before the melting of a foggy and impalpable ideal? Because passion has never touched with its fire and its glory the prim life of the æsthetic prig, or the rotund Philistine, it is not for that reason perished off the face of the earth. It exists in the same force and the same favour as in the days of Othello and Stradella; and, I confess, seems to me much more fitly a subject for the novelist or the dramatist than the fictitious "realism" of the spineless commonplace. After all, there is no more vivid reality than love. The Genoese lover lying here now shot through the chest by his own hand, because his generous faith has been deceived by a heartless mistress, is every whit as "real" as the British prig going to his æsthetic afternoon teas or the British Philistine driving in an omnibus; therefore his story or its similitude presented in fiction would be as legitimate a centre of interest as Anthony Trollope's gossiping bishops or Henry James's heroines perplexed by a plethora or a paucity of proposals. The Tuscan villagers sorrowing by his bedside see nothing strange or unusual in a man of 25 years old giving up his life for love; but were it embodied in a romance that were printed and published the English reviewer would find his history "sensational" or pronounce it impossible. I remember when George Lawrence was told that the end of "Sword and Gown" was improbable, he answered, "Improbable. Oh, very likely; only, you see, it was true." The *éternellement vrai* is as real as the *infiniment petit*. It may be well that there should exist painters of the latter as it may be well that there should exist carvers of cherry-stones, and men who give ten years of their existence to the production of a ladybird in ivory. But the Vatican Hermes is as "real" as the Japanese netzké, and the dome of St. Peter's is as real as the gasometer of East London; and I presume that the fact can hardly be disputed if I even assert that the passion flower is as real as the potato! You have, I believe, sometimes accused me of writing "fairy stories;" but is not life itself very often a fairy story, if too often, alas! one in which the evil genius preponderates, and the wishing cap is foolishly used by the unwise? To some of us, at least, a dreary and insipid story of an uneventful and unimpassioned life seems much more "unreal" (*i.e.*, unlike our own experience) than the more romantic narrative conceived by the wildest fancy. To many of us, to myself, I confess, among the number, the world seems a marvellous union of tragedy and comedy, which run side by side like twin children; like a "web of Tyrian looms" with the gold threads crossing and recrossing on the dusky purple of its intricate meshes. But there are, no doubt, a number of good and tiresome people to whom it seems only a Quaker mute, a suit of homespun, a length of huckaback; they judge by what they have known themselves. How is one to persuade them that their knowledge is not the measure of the world? The amorous, magnificent, heroic life of Skobeleff would, no doubt, seem incredible to the London *littérateur* with his prim domesticities bound up in a duodecimo suburban villa, papered by Morris, or the rural clergyman solemnly pacing his treadmill of weekly monotonies; but Michael Skobeleff was just as "real" as are the modern Puff and Wormwood going up and down in their under-ground railway trains, or the Reverend Crawleys surrounded with their olive branches in muddy midland villages.

At this moment, fighting for the French flag at Tonquin, is a young man the fame of whose *nom de plume* (were I to give it here) you would at once recognize as that of one of the masters of French fiction; this gallant sailor is also great musician and an admirable artist, and he may very likely die in a barbarous country (as Henri Rivière died), burying with him his genius, his youth, and his marvellous and multitudinous powers. Well, is not this man every whit as "real" as Mr. Precisian Dullo, passing his life between a Civil Service desk and a house in South Kensington, or Mr. Smalle Joker penning his blameless fiction, which "never brings a blush on the cheek," &c., with his six daughters playing lawn-tennis in his back garden, and his physical and mental vision limited to the chimney pots?

No doubt, all the world over character creates circumstance; and the tortoise is not to blame if it cannot leap, only it need not disbelieve in the greyhound and the horse. No doubt "adventures are to the adventurous" in the most extended sense of the word; and romantic and brilliant lives will not fall to the lot of the dull and the mediocre. But such lives exist, nevertheless, and it is not true that a pale uniformity extends like a pall over the whole of the human race. Every one, certainly, is not beautiful, but there are very beautiful people; and it is legitimate to describe beauty in fiction as it is legitimate to depict it in painting or reproduce it in sculpture. Every one does not possess a great or beautiful house, but many people do. Why is not the palace as fit a subject for description as the hovel, or the "commodious dwelling" of advertising agents? A friend of mine never gives a reception without having 1,500f. worth of wax candles lighted in his room; is he not as "real" as Jones or Brown whose housemaid lights his single gasalier? A little while ago I said to a well-known diplomatist, who is also a great virtuoso and a great artist, and who has also a most romantic personal history, "If you were 'put in a book,' as people say, nobody would believe in you." Let me beg to be distinctly understood; I do not object to realism in fiction; what I object to is the limitation realism in fiction to what is commonplace, tedious, and bald—is the habit, in a word, of insisting that the potato is real and that the passion-flower is not. A novel is not necessarily any the more like real life because it is a story about nothing, leading to nowhere, which might meander on through half a century for any climax that it ever reaches. It is not correct to call this kind of writing miniature painting; the miniature may represent the hero as well as the infant, the court beauty as well as the white-coiffed peasant; on its few inches of ivory the miniature has borne the mature features of Napoleon as well as the baby face of the Roi de Rome. This pseudo-realistic literature, on the contrary, is rather similar to those small Dutch carvings in bone, which somewhat clumsily imitate the Japanese netzkés in ivory. When a novel is vapid, tedious, without any originality of circumstance, or of character, and incapable of issuing out of one dead level of commonplace, it is very easy to praise it as "natural," but it does not in the least follow that it is so. The realistic novels of France are very fine of their kind, because they are not afraid to grapple with vice and depravity in its worst form; but the realistic novel of English or English-writing authors is no more real than the faded daguerreotypes of our grandmothers, where all the features are blurred into one indistinct brown cloud of shadow. I cannot suppose that my own experiences can be wholly exceptional ones, yet I have known very handsome people, I have known very fine characters, I have also known some very wicked ones, and I have also known many circumstances so romantic that were they described in fiction, they would be ridiculed as exaggerated and impossible; in real life there are coincidences so startling, mysteries so singular, destinies so strange, that no wise novelist could venture to portray them for fear of making his work appear too *bizarre* and too melo-dramatic. That "truth is stranger than fiction" is found at every turn in the world. The sunset on the Alps is as "real" as a Dutch cheese on a wooden platter; but the painter of the former will always be considered an idealist and the painter of the latter a realist. Again, if there be one thing more than another that is the most conspicuous note of our century, it is the number of great fortunes which are possessed in it; the extreme luxury and splendour of life in general, the self-indulgence and feverishness of society, the grace and ennui of existence. To describe great riches in a novel is surely therefore as legitimate as to describe middle-class competence, or the harshness of absolute poverty; the former has quite as much effect on the times as the latter, and infinitely more effect on the manners. Dunrobin or Belvoir, Chenonceaux, &c., or the Trostberg is surely as "real" as Westbourne-grove and Clapham, as Belleville or the crowded Trattnerhof; therefore, why is not a great house, similar to any one of the many great houses that exist in Europe, as legitimate a *venue* for the action of a romance, as a doctor's house in a square, or a grocer's villa in the *banlieue*?

A lecturer in the north of England, lecturing on my novels, remarked with *naïveté* and incredulity on the number of residences assigned in "Moths" to Prince Zouroff. Now, had the lecturer taken the trouble to inquire of any one conversant with the world he would have learned that most great persons of all nationalities have three or four different residences at the least, and that a Russian noble is invariably extravagant in these matters. Indeed, is it ever possible to over-colour in fiction the expenditure and self-indulgence of what we call society in this day? The influences of the Second Empire are still with us all over Europe, but in English literature this is neither accurately traced or truthfully acknowledged. The world is not exclusively composed of the English middle class, varied with a few American young ladies. Would it not be well if lecturers or reviewers, before calling everything which seems strange to themselves unreal or unnatural, were visited with a wholesome doubt as to whether it might not be their own experiences which were limited? Allow me to conclude with a repetition of a passage which I wrote some years ago, and which is pertinent to this subject:—

"When the soldier dies at his post, unhonoured and unpitied, and out of sheer duty, is that unreal because it is noble? When the sister of charity hides her youth and her sex under a grey shroud, and gives up her whole life to woe and solitude, to sickness and pain, is that unreal because it is wonderful? A man paints a spluttering candle, a greasy cloth, a mouldy cheese, a pewter can; 'how real!' they cry. If he paints the spirituality of dawn, the light of the summer sea, the flame of arctic lights, of tropic woods, they are called unreal, though they exist no less than the candle and cloth, the cheese and the can. Ruy Blas is now condemned as unreal because the lovers kill themselves; the realists forget that there are lovers still to whom that death would be possible, would be preferable, to low intrigue and yet more lowering falsehood. They can only see the mouldy cheese, they cannot see the sunrise glory. All that is heroic, all that is sublime, impersonal, or glorious, is derided as unreal. It is a dreary creed. It will make a dreary world. Is not my Venetian glass with its iridescent hues of opal as real every whit as your pot of pewter? Yet the time is coming when every one, morally and mentally at least, will be allowed no other than a pewter pot to drink out of, under pain of being 'writ down an ass'—or worse. It is a dreary prospect."

I put these words into the lips of Correze; and, by the bye, will any one be good enough to tell me why Correze has been considered an "impossible" character in a century which has known Mario, Marchese di Candia, and seen the women of Paris mad for a smile from Capoul?

SWISS GOOD MANNERS.

A singular and not very creditable incident, arising out of the prevailing excitement on the Salvationist question, occurred in Geneva recently. A rich Roumanian, staying at the Hotel de la Metropole, hired a steamer and gave a water party. The excursionists were accompanied by a band of music, and when they returned a number of *gamins* and idlers who were hanging about the quay, taking it into their heads that the town was being invaded by the Salvation Army, shouted, howled, and threw stones after their fashion, threatened to throw the "mummers" into the lake, hustled the gentlemen and insulted the ladies of the party, and the Roumanian and his friends passed a very bad quarter of an hour before they could gain their hotel. The police were either not on the spot or did not think it expedient to interfere with this manifestation of public opinion. A Genevan rough objects as strongly to a Salvationist as a bigoted Mussulman to a "Christian dog," or an old fashioned Celestial to a "foreign devil."—*Geneva Correspondent.*

A REMARKABLE HORSE.

A case interesting to naturalists is reported from South Africa. At the Cradock races, a fine stalion bolted from the course, to the disgust of its backers, who had made it first favourite. It was not followed immediately, for our Colonial brethren are used to think that they can catch any horse when they feel inclined. The animal was last seen, still galloping, on the high road nine miles away; but the owner could not track it beyond that. Twenty-two days afterwards a farmer found it close by, tied up to a thorn bush, in deep cover. It had bolted with saddle and bridle; the latter, trailing, had got caught, and in its struggles, the animal had fixed its head close to the bough. That it had gone twenty-two days without water, beneath a South African sun, with no better food than the twigs and branches it could reach, is certain. Yet the horse kept such strength that its finder led it to the dwelling, at some distance; and when the owner came, three days afterwards, he would not have hesitated to ride it back to Cradock, if necessary. This story, as it is told, makes one of the most curious on record of its sort.

TURNIPS RICH IN LEGENDS.

The turnip, equally with the radish, has a funereal signification in mythology. It was over a turnip that, in some versions of the fable, the wolf and the fox fell out. In the "Nursery Tales" of the Brothers Grimm a turnip grows on the site of a fratricide. In legend the turnip readily passes into human form. The Italian proverb has it *Trar sangue da una rapa* (to get blood out of a turnip). In popular story blood is shed for a turnip, and in the same story the turnip revives, grows, and turns into a man. Mythologically taken, the meaning is clear; but otherwise it would be hard to divine why popular phraseology should have chosen a turnip, which contains a certain amount of moisture, as the figure of aridity, whence nought can be wrung. Having lost its original meaning, the proverb has taken another, which strikes at once by its oddity and inappropriateness. A German legend, evidently of solar origin, relates how the Demon of the Night, taking advantage of the absence of her lord the Sun, paid court to a certain beautiful princess. The princess desired companions. The demon pulled a lot of turnips, and by a stroke of a magic wand converted them every one into young maidens, who retained their youth so long only as the turnips remained fresh. Then the demon brought a fresh supply. But the princess, with the aid of a magic wand, turned one into a bee, which she despatched to tell her lord that she was held in durance by the genius; but the bee never came back. She touched a second, which turned into a cricket and departed on the same errand; but the cricket never came back. She touched a third, and it turned into a stork. The stork started on the like behest, and brought back the long-lost husband. Then the princess set the demon to count turnips—is not the Mountain Demon called *Rübezahler*, or the "Turnip Reckoner" to this day?—and whilst he was so busied with the touch of her wand she converted yet another turnip into a horse, on which husband and wife took flight.—*The Gardener's Magazine.*

A NINETEENTH-CENTURY DICK WHITTINGTON.

Great surprise was caused in Madrid a short time ago by the announcement that the Alcalde, the Marquis Urgijo, had resigned his post, and despite the entreaties of the Home Minister and Senor Sagasta, had not only refused to alter his determination, but had left the capital for his country seat. The ex-mayor is such an exceptional character in Spain, of such unflinching integrity, and of so self-sacrificing a nature, that these virtues, combined with great private wealth, rendered him a model chief magistrate for a city like Madrid. The Marquis Urgijo's history is like that of Whittington. Coming from a small town in the north of Spain, he began his career as a shop assistant, and by unceasing activity and strict probity, has become head of one of the most important banking houses in Spain. He was created Marquis some years ago. He is described by the *Times* correspondent as modest and unassuming to a remarkable degree, and as enjoying the respect of rich and poor alike. His charity to the latter is almost on a regal scale, not only in the capital, but in his native town, where, besides establishing schools and providing a water supply, he has dowered all the girls of the poorer classes who required a "dot" to get married. He was selected, it is said, upon the indication of a very high personage to occupy the post of Lord Mayor, and when municipal scandals some months ago brought about the resignation of his predecessor, Senor Urgijo broke through the retiring habits of a lifetime to accept the most unpleasant and difficult task of cleansing out a hotbed of municipal disorders. His first two acts indicate his character. He renounced the Mayor's salary and dispensed with an official carriage, saying that he was accustomed always to go on foot. He afterwards promised a subscription of 60,000 francs towards planting trees to beautify the city; and before leaving the other day he deposited in the Treasury notes for this amount.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 22ND NOV., 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$83.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chints, per piece	$1.70 to 1.76
Dyed Spotted Shirtings, per piece	$3.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8¼ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.90
Grey T.-Cloths, 24 yds. & 32 in. 6 lbs, p. pc.	$1.20 to 1.25
Grey T.-Cloths, 24 yds. & 32 in. 7 lbs. p. pc.	$1.35 to 1.70
Grey T.-Cloths, 24 yds 33 in 8 lbs. XO p. pc.	$1.80 to 1.85
Grey T.-Cloths, 24 yds 36 in 8 lbs. VV p. pc.	$2.80 to 2.35
Grey T.-Cloths, 24 yds 36 in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.63
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.32
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.05 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$10.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 6.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.00
Quicksilver, English, per picul	$55.00 to 55.2
Quicksilver, American, per picul	$55.00 to 55.2
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.30 to 4.95

PRODUCE.

Almonds, per picul	$20.00 to 23.00
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 19.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$73.00 to 78.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 780
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.60 to 8.00
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,500 to 3,600
Camphor, Refuse, per picul	$1,600 to 1,050
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Adsat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.[illegible]
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 16.50
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.0 to 2.9.5
Dates, Red, per picul	Tls. 2.2.5 to 2.4.0
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.56
Flour, American, per barrel of 100 lbs.	$3.10 to 3.20
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.00 to 30.50
Flints, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul	$200 to [illegible]
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 13.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.20
Melon Seeds, 2nd quality, per picul	$4.50 to 4.65
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.05 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 6.20 to 6.40
Peas, White, per picul	$2.05 to 2.15
Peas, Green, per picul	$1.93 to 2.05
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.78 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	[illegible] to 7.50
Potatoe Flour, per picula	Tls. 1.3.5 to 1.6.5
Patchuck, per picul	[illegible]
Rhinoceros Horn, per picul	[illegible] to 3,000
Rhinoceros Horn, Mother, per picul	[illegible] to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.98
Rice, Siam, No. 2, per picul	$1.33 to 1.38
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$3.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$5.85 to 5.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$4.17 to 4.27
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Santal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.90
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.00
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul	$6.75 to 7.[illegible]
Vermicelli, Tientsin, per picul	$7.50 to 7.[illegible]
Wheat, Tientsin, per picul	$2.15 to 2.2[illegible]
Wheat, Japan, per picul	$2.15 to 2.20
Wood Oil, per picul	Tls. 6.[illegible] to 6.[illegible]
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amatista	Nov. 22	Hutchinson	Brit. str	520	Russell & Co	Manila
Atalanta	Nov. 22	E. G. Pfaff	Ger. str	786	Siemssen & Co	
Chollerton	Nov. 21	James Clark	Brit. str	1733	Siemssen & Co	
Coptic	Nov. 9	W. H. Kidley	Brit. str	4366	O. & O. S. S. Co	S. Francisco
Danube	Nov. 22	J. Newton	Brit. str	561	Yuen Fat Hong	
Emuy	June 30	Rementaria	Span. str	222	Remedios & Co	
Fame	—	Stosani	Brit. str	117	H. & W. Dock Co.	
Fushun	Nov. 18	Andrews	Chi. str	1504	C. M. S. N. Co	
Glaucus	Nov. 22	T. J. Jackson	Brit. str	1497	Butterfield & Swire	Shanghai
Gordon Castle	Nov. 12	Waring	Brit. str	1320	Gibb, Livingston & Co	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Laid up
Julieta	Nov. 21	J. Arias	Span. str	376	Melchers & Co	
Kiang-ping	—	Holmes	Chi. str	860	C. M. S. N. Co	
Kiukiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Lusitania	Nov. 13	Nickelsen	Ger. str	787	Captain	
Medusa	Nov. 22	Ragussin	A.-H. str	1775	Melchers & Co	Trieste
Messar	Nov. 22	H. Longly	Brit. str	1326	Russell & Co	
Namoa	Nov. 20	G. Westoby	Brit. str	862	Douglas Lapraik & Co	Coast Ports
Ocean	Nov. 12	R. R. Brown	Brit. str	1039	Captain	
Polyhymnia	Nov. 18	Bohme	Ger. str	1060	Siemssen & Co	Hamburg
Powan	—	—	Brit. str	1849	H. C. & M. Steamboat Co	Canton
R'nattianuhar	Nov. 15	Hunter	Brit. str	793	Yuen Fat Hong	
Romulus	Oct. 27	Fremoya	Span. str	531	Dunn, Melbye & Co	Manila
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Selembria	Nov. 16	Fowler	Brit. str	1092	Russell & Co	
Strathmore	Nov. 10	L. White	Brit. str	1060	Gibb, Livingston & Co	
Suez	Nov. 21	G. Ainslie	Brit. str	1390	Russell & Co	Melbourne
Taiwan	Nov. 20	Wm. Cotter	Brit. str	1109	Butterfield & Swire	
Thales	Nov. 17	T. G. Pocock	Brit. str	820	Douglas Lapraik & Co	Amoy
T'kaobiho Maru	Nov. 21	Nye	Jap. str	1407	M. B. M. S. S. Co	Nagasaki
Tromp	Oct. 11	A. S. Roe	Dut. str	137	Ed. Schellhass & Co	For sale
Venice	Nov. 19	Drake	Brit. str	1271	Russell & Co	
Vortigern	Oct. 28	J. Brown	Brit. str	879	Jardine, Matheson & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yottung	—	—	Brit. str	236	Chinese	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Asteria	Sept. 26	Samuel Cox	Brit. bg	211	Order	
Bonito	Nov. 18	H. Hasse	Ger. bk	534	Wieler & Co	
Bothwell Castle	Oct. 26	Jas. Romney	Brit. bk	592	Chinese	
Comet	Nov. 2	Siegener	Ger. sh	1083	Captain	
Erl Konig	Nov. 19	A. Nausch	Ger. bk	456	Siemssen & Co	
Francisca	Nov. 15	Gontard	Ger. bk	318	Wieler & Co	
Gesine Brons	Nov. 14	Laarmann	Ger. bk	400	Wieler & Co	
Haydn Brown	Oct. 15	Havener	Amr. bk	822	Russell & Co	
Hindoo	Nov. 12	Mathiesen	Ger. bk	541	Wieler & Co	
Jas. A. Borland	Sept. 8	J. H. Kent	Amr. bk	635	Russell & Co.	
Lilly Grace	Nov. 13	S. R. Hughes	Haw. bk	542	Russell & Co	S. Francisco
Mount Lebanon	Sept. 16	C. H. Nelson	Brit. bkn	530	Chinese	
Nardoo	Oct. 29	Morrison	Brit. bk	379	Siemssen & Co	
N. Gibson	Nov. 3	T. C. Bailey	Amr. bk	704	Borneo Co., Limited	
Oneida	Oct. 27	Carver	Amr. sh	1180	Russell & Co	
Otto	Oct. 31	Fortmann	Ger. sh	1205	Russell & Co	New York
Sachem	Nov. 4	Small	Amr. sh	1380	O. & O. S. N. Co	
Spartan	July 26	Vincent	Am. sch	85	W. H. Ray	
S. S. Ridgway	Sept. 13	Townsend	Amr. bk	833	Adamson, Bell & Co	
Theodor Ruger	Nov. 15	J. C. Meyer	Ger. sh	1630	Thomas, Rowe & Smith	
Three Brothers	Sept. 1	H. Kahlcke	Brit. bk	366	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Wild Wood	Sept. 23	Sawyer	Amr. bk	1006	Russell & Co.	
Wm. Manson	Oct. 1	H. Kindred	Brit. bk	366	Russell & Co	London
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	
Zouave	Aug. 3	R. C. Soper	Amr. sh	1202	P. & O. S. N. Co	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiangchow	—	S. W. Goggin	Brit. str	288	H. C. & M. Steamboat Co	Canton
Yot-sai	—	Lefavour	Brit. str	115	H. C. & M. Steamboat Co	Canton

WHAMPOA.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Carl Ritter	Nov. 19	C. Mahe	Ger. bk	596	Siemssen & Co	
Omega	Nov. 15	J. Morrison	Brit. bk	480	Ed. Schellhass & Co	
Ramier	Nov. 15	P. Savary	Fren. bg	280	Carlowitz & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amoy	Nov. 20	C. Herrmann	Brit. str	814	Siemssen & Co	
Fooksang	Nov. 19	Hogg	Brit. str	990	Jardine, Matheson & Co	Shanghai
Lee-yuen	Nov. 18	Barfoot	Chi. str	734	C. M. S. N. Co	

AMOY.

IN PORT ON 15TH NOVEMBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Argos	Nov. 12	F. Thompson	Brit. bg	289	Pasedag & Co	
Bride	Nov. 4	Sutherland	Brit. bk	300	Russell & Co	
Friedrich	Nov. 3	T. Moos	Ger. sch	295	Pasedag & Co	
G. H. Wappaus	Nov. 13	Schroder	Brit. bk	533	Pasedag & Co	
Hans	Nov. 12	A. Thomsen	Ger. bk	313	H. A. Petersen & Co	
Hilda Maria	Oct. 16	E. Tennis	Ger. bk	275	Pasedag & Co	
Minna	Nov. 4	Lass	Brit. bk	445	Pasedag & Co	
Velox	Nov. 12	J. Wilkins	Dut. bk	240	H. A. Petersen & Co	

SHANGHAI.

IN PORT ON 16TH NOVEMBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
A. E. Sleeper	Oct. 29	Sleeper	Amr. bk	463	Russell & Co	
Anglo-Indian	Oct. 16	Henningsen	Brit. bk	414	Nils Moller	
Chingtah	Aug. 16	Taylor	Chi. bk	472	C. M. S. N. Co	
Chihaya Maru	Nov. 7	Yamamoto	Jap. bk	441	M. B. Kwaishia	
Chloris	Oct. 7	Malgen	Ger. bk	334	Arnhold, Karberg & Co	
Daniel	Nov. 10	Vogt	Ger. bk	416	Master	
Earl of Elgin	Aug. 28	Morrison	Brit. bk	979	S. C. Farnham & Co	
Fiddah	Aug. 20	—	Brit. bk	—	Jardine, Matheson & Co	
George	Oct. 18	Grant	Brit. bk	895	Adamson, Bell & Co	
Gitanilla	Nov. 10	Taylor	Brit. bk	473	Drysdale, Ringer & Co	
Jerfalcon	Nov. 3	Bentley	Brit. bk	387	Morris & Co.	
K'masako Maru	Nov. 13	Ellis	Jap. bk	464	M. B. Kwaisha	
Luzon	Nov. 10	Willey	Amr. sh	1339	C. & J. Trading Co	
Leander	Aug. 2	Hamilton	Brit. sh	848	Adamson, Bell & Co	London
W. Siegfried	Nov. 8	Hanson	Brit. bk	394	Nils Moller	

NAGASAKI.

IN PORT ON 10TH NOVEMBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anglesea	Oct. 20	Scott	Brit. bk	—	Adams & Co	
Batavia	Nov. 6	—	Brit. bk	—	Master	

YOKOHAMA.

IN PORT ON 9TH NOVEMBER, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Diana	Oct. 28	Peterson	Am. sch	77	Master	
Evangeline	Oct. 22	Bell	Brit. sch	345	H. MacArthur	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
Felix	Nov. 6	Sterberg	Ger. sch	58	F. Ritz & Co	
Guam	Aug. 23	Marns	Brit. sch	294	Master	
Haddon Hall	Oct. 20	Leighton	Brit. sh	1416	C. Illies & Co	
Liza	Nov. 6	Weston	Am. sch	70	J. D. Carroll & Co	
Nemo	Oct. 28	Ridderbjelke	Rus. sch	128	Ginsburg	
Penelope	Oct. 30	Davis	Brit. sch	90	Ladgfeldt & Mayers	Bonin Isd.
Peter	Nov. 2	Moller	Ger. bk	411	J. E. Collyer & Co	
Sagitta	Sept. 9	Taylor	Brit. bk	579	Frazar & Co	London
Sattara	Oct. 16	Jenkins	Brit. bk	940	Max Raspe & Co	
Sooloo	Oct. 20	Balke	Brit. bk	350	M. B. S. S. Co	
Sophie	Nov. 6	Sundrig	Rus. sch	230	F. Ritz & Co	

MANILA.

IN PORT ON 1ST NOVEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Antoinette	Oct. 30		Brit. bk	1118	Martin Dyce & Co	States
Auguste	Oct. 1		Fren. bk	870	Peele, Hubbell & Co	S. Francisco
Bowfell	Oct. 1		Brit. sh	1002	Ker & Co	
Eliz. Nicholson	Oct. 2		Brit. sh	904	Tillson Hermann & Co	
Gran ice	Sept. 21		Amr. sh	1295	Peele, Hubbell & Co	New York
Mary L. Stone	Oct. 8		Amr. sh	1453	Peele, Hubbell & Co	New York
Pepita	July 12		Span. bk	512	J. Reyes & Co	
Polynesian	Apr. 24		Brit. bk	864	Ker & Co	New York
Sea Witch	Oct. 22		Amr. sh	1288	Peele Hubbell & Co	New York
Sooloo	Oct. 29		Amr. sh	963	Ker & Co	
Victor	Oct. 22		Brit. bk	403	Smith, Bell & Co	Liverpool

CEBU.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Inca	Sept. 3		Ger. bk	729	Macleod & Co	Boston
Vikor	Sept. 24		Nor. bk	898	Macleod & Co	Liverpool

ILOILO.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Eliza Childs	Oct. 15		Brit. bk	391	Ker & Co	Channel

BANGKOK.

IN PORT ON 10TH NOVEMBER, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Albyn's Isle	Nov. 5	Smith	Brit. bk	360	Master	
Ann Armytage	Oct. 1	Gracey	Brit. bk	417	Borneo Co., Limited	
Aurora	Oct. 7	Milne	Brit. bk	294	Ban Hong Chan	
Bua Pan	Mar. 2	—	Siam. sh	574	Poh Hee	Laid up
Burra Noorfol	Nov. 8	—	Siam. bk	340	Chinese	
Caroline	Oct. 10	Michelsen	Ger. sch	273	E. Bonnevill[illegible]	
China	Mar. 8	—	Siam. bg	199	Chesua Pau	Laid up
Confucius	Oct. 30	Simpson	Siam. sch	258	Sin Tye [illegible]	
Doretta	Oct. 16	Martin	Siam. bg	300	Phra W[illegible]	
Envoy	May 24	Hofft	Siam. bk	330	Hongying	
Falcon	Aug. 23	Evans	Siam. bk	368	Kwing [illegible]	
Foochow	Oct. 18	Petersen	Siam. bg	300	Chinese	
Fortune	Oct. 23	Solerstrom	Siam. bk	447	Toh Watt	
G. Bracatti	Oct. 11	Bisso	Ital. bk	542	Order	
Greyhound	Nov. 1	Prescott	Brit. bg	231	Captain	
Hero	Mar. 31	Dalakoches	Siam. bg	176	Chinese	
Hang Seng	Oct. 14	Reynolds	Siam. bk	516	Chinese	
Kim Chye Seng	Oct. 5	Chinese	Siam. sch	238	Chesua Tit	
K. H. Cheong	Sept. 8	Likong	Siam. sch	175	Chesua Pow	
Koon Lee	Oct. 6	Hansen	Siam. sch	242	Phya Nakon	
Lon Hin	Nov. 1	Chinese	Siam. sch	120	Phya Pireau	
Mercury	May 14	Hennings	Siam. bg	102	Chinese	
Queen of S'land	Sept. 18	Otten	Siam. sh	542	Poh Chin Soo	
Rajah	Oct. 8	Chinese	Brit. sch	63	H. Abdul Tyeb	
Rapid	Sept. 26	Steinbring	Siam. bg	429	Wang Lee	
Schiffwert	Nov. 7	Hildebrandt	Ger. sh	817	Borneo Co., Limited	
Siam	Oct. 25	Thomsen	Siam. bk	294	Chesua Pau	
Siamese Crown	Oct. 26	Jorgensen	Siam. bk	540	Poh Kian	
Starlight	Oct. 16	Moller	Siam. bk	570	Poh Tek	
Tek Li	Oct. 25	Buckholdt	Brit. bk	390	Goan Goan & Co	
Tjiab Bie	Oct. 19	Tay Bee	Dut. sch	232	Chiop Bee	
Trait d'Union	Nov. 8	Renouf	Fren. bk	355	Master	
Young Siam	Oct. 2	Saxtorph	Siam. sh	701	Poh Hee	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Nagasaki
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Nagasaki
Champion	corvette	14	2340	Captain Powlett	Hongkong
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Hongkong
Cockchafer	gunboat	4	470	Commander H. W. Hill	Canton
Curacoa	corvette	14	2540	Captain Austruther	Shanghai
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Hongkong
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Hongkong
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Cruising
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Canton
Magpie	surveying vessel	3	600	Com. Hon. F. Vereker	Sunda straits
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Singapore
Sapphire	corvette	12	2360	Capt. J. R. T. Fullerton	Chefoo
Swift	double-screw gun-vessel	5	1010	Commander Collins	Hongkong
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Nagasaki
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Abreck	Russian gunboat	7	300	—	Vladivostock
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Cher	French gunboat	—	—	Commander Lafon	Hongkong
Enterprise	American corvette	6	900	Commander Barker	Shanghai
Ermak	Russian transport	—	80	Captain Keltchan	Vladivostock
Essex	American gun-vessel	6	1200	Capt. McCormack	Nagasaki
Hamelin	French cruiser	—	—	Capt. Roustan	Tonquin
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Hongkong
Juniata	American corvette	8	—	Com. P. F. Harrington	Canton
Kersaint	French sloop	—	375	Commander Beaumont	Hongkong
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Legaspi	Spanish transport	—	—	Captain R. Valenti	Shanghai
Leipzig	German corvette	16	4800	Captain Herbig	Nagasaki
Lutin	French gunboat	4	100	Captain Rouvier	Canton
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Nagasaki
Morge	Russian gunboat	7	80	Commander Boyle	Nagasaki
Naesdnik	Russian corvette	13	250	Captain Kalagerass	Yokohama
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Opritchnik	Russian cruiser	13	250	Capt. B. Ivashentzoff	Swatow
Palos	American gunboat	6	200	Lieut.-Commander Green	Tientsin
Pensacola	American frigate	22	—	Captain Erben	Hongkong
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Skobeleff	Russian corvette	—	—		Yokohama
Sobol	Russian gunboat	7	80	Commander Boyle	Nagasaki
Stosch	German corvette	19	700	Captain von Buchholtz	Hongkong
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander H[illegible]	Vladivostock
Tourville	French frigate	27	—	Captain Bose	Yokohama
Triomphante	French ironclad	14	—	Captain Bau[illegible]	Shanghai
Velasco	Spanish cruiser	—	—	Capt. T. M[illegible]	Manila
Villars	French corvette	15	600	Captain Dewa[illegible]	Shanghai
Volta	French cruiser	—	—	Captain Fournier	Kobe
Wolf	German gunboat	4	340	Commander von Raven	Shanghai

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	3	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Canton
Ching-taing	Viceroy's gunboat	4	180	60	F. Bessard	—
Chop-sai	Viceroy's gunboat	—	—	—	—	—
Hai-chong-ching	Viceroy's gunboat	—	—	—	—	—
Hai-king-ching	Viceroy's gunboat	—	—	—	—	—
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yin Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	—
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	—
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching [illegible]	Bogue Forts

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